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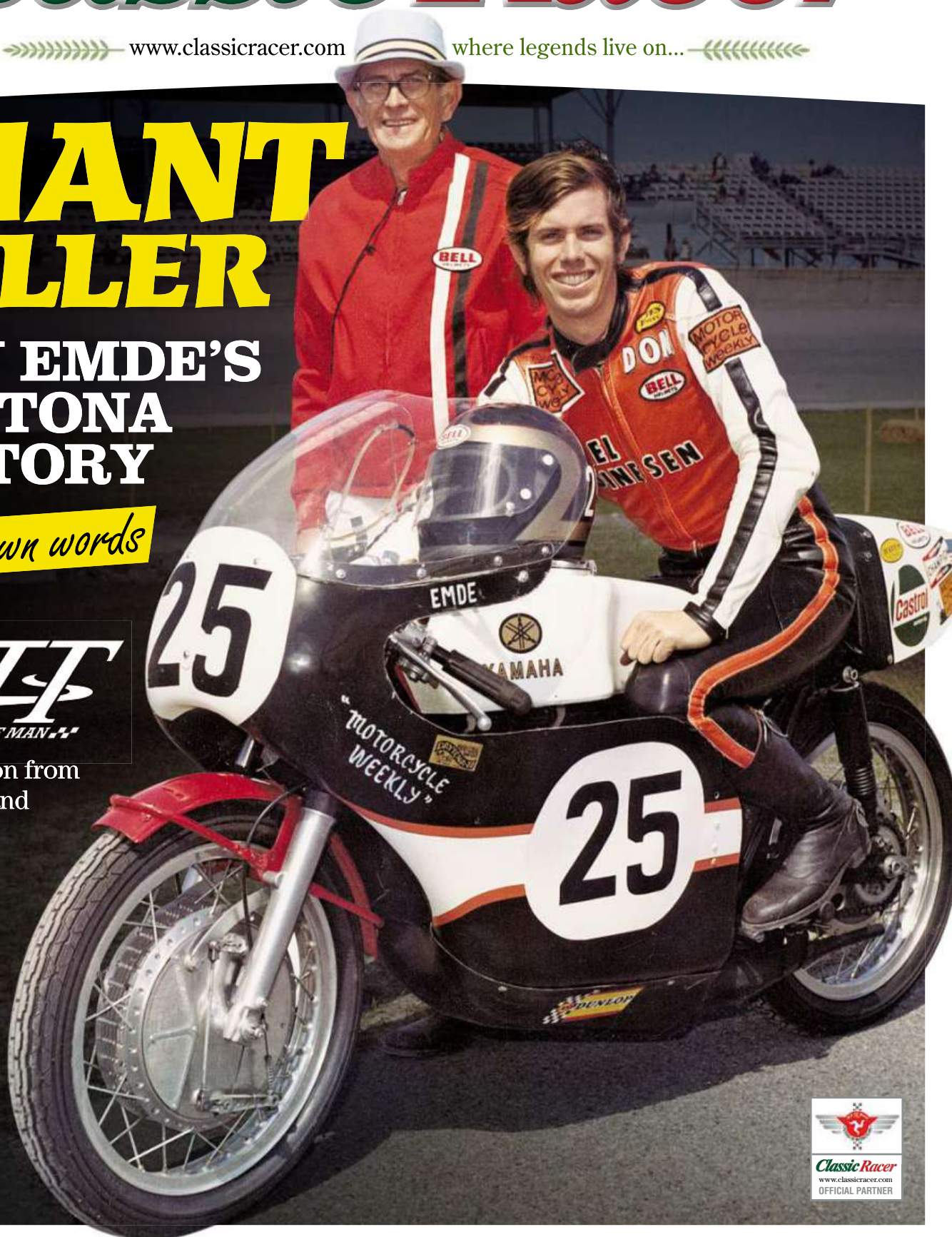
GIANT KILLER

DON EMDE'S DAYTONA VICTORY

In his own words

Classic **IF**
ISLE OF MAN

All the action from
the Island



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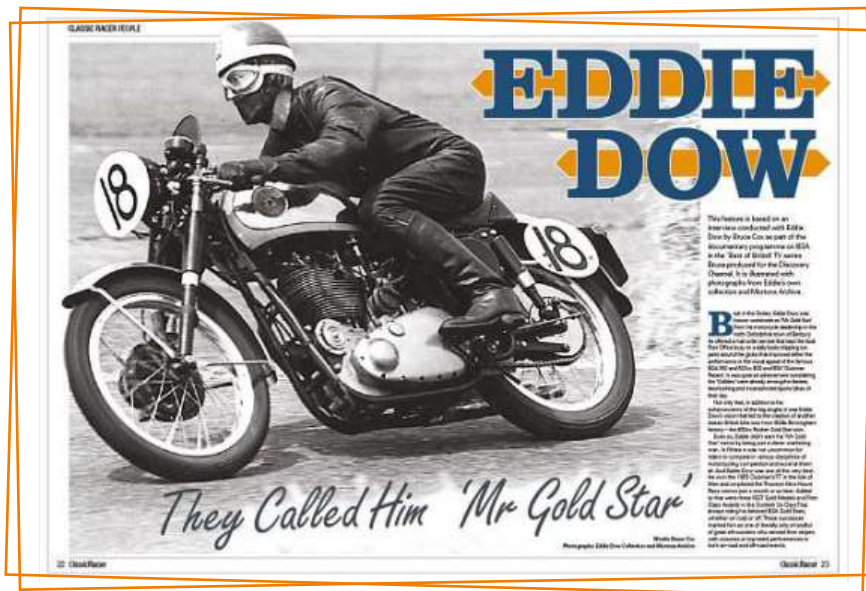
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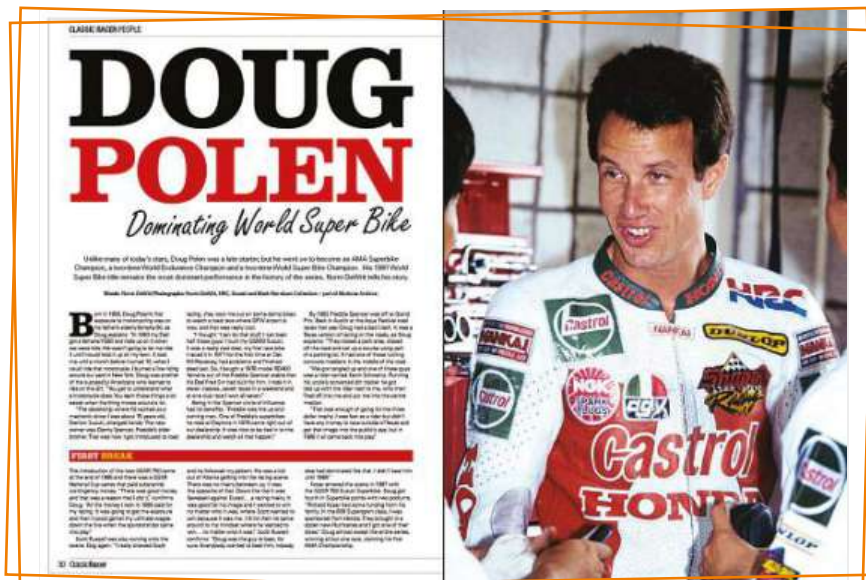
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Don Emde and his late father, Floyd, in Victory Lane at Daytona



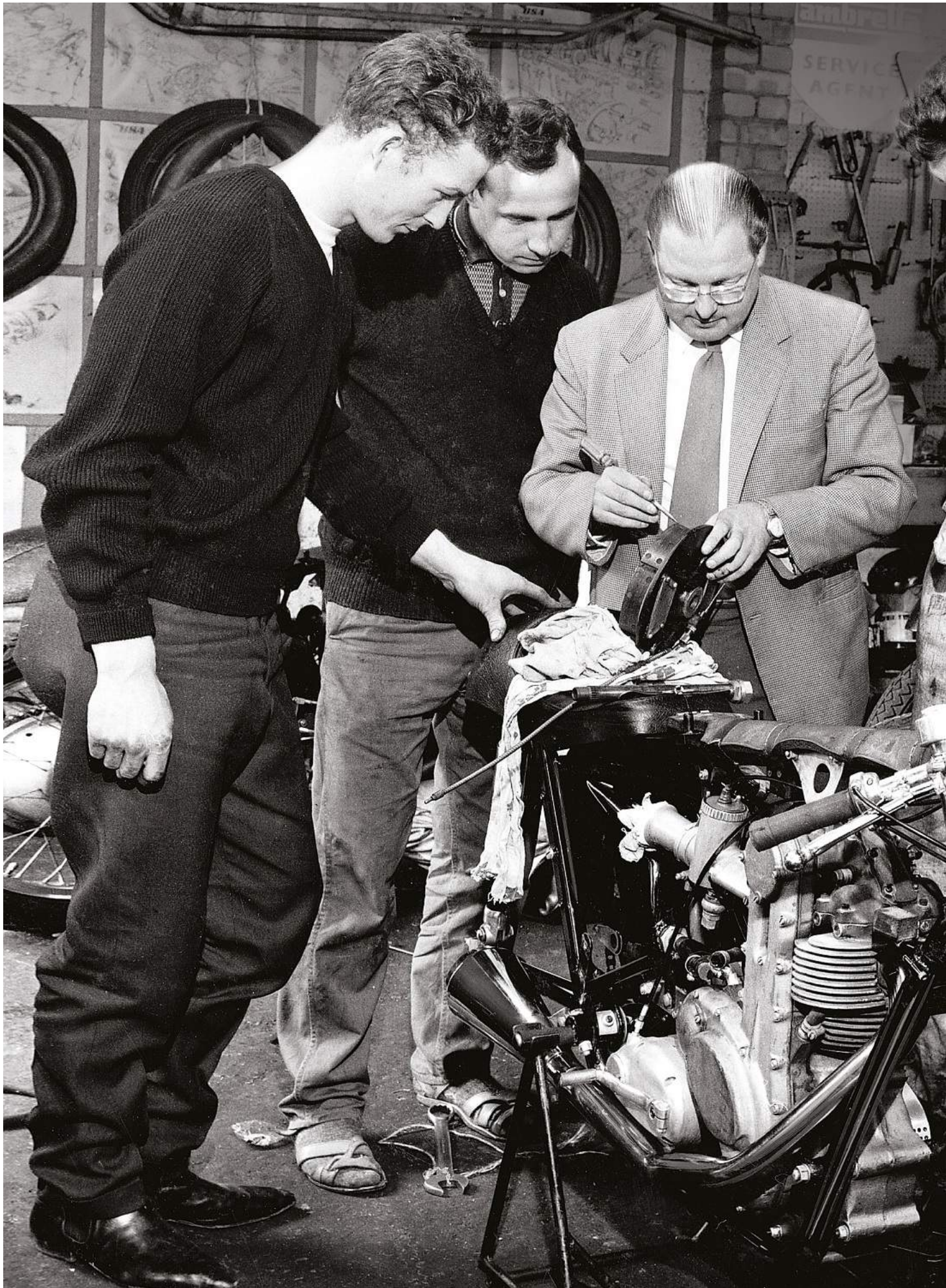
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Words: Malc Wheeler Photograph: Mortons Archive www.mortonsarchive.com



SO NEAR AND YET SO FAR

Manx Grand Prix 1963

A top sponsor in his day, Tom Kirby, believed in a hands-on approach to preparation. Clearly hanging on Tom's every word are his riders for the 1963 Manx Grand Prix, left to right, John Jacques, Ron Chandler and Roger Hunter.

In a race week memorable for hard-fought, close racing, the team came away with a good set of results. In the Junior race Hunter was always in contention, but at the flag it was Peter Darville who came out the victor, with Hunter in second and Selwyn Griffiths filling the final spot on the rostrum. Chandler came home in 15th.

The Senior race was a case of so near, so far, for Hunter. After taking the lead on the last lap he ran out of fuel on the Mountain due to a sticking float needle. Griff Jenkins ran out the winner, from Darville and Jimmy Guthrie. Kirby runner Jacques finished 10th.



PaddockGossip

>> The latest straight from the paddock >>

NMM AT THE CLASSIC TT

The National Motorcycle Museum showcased itself to a new audience thanks to a massive effort at the Classic TT and Festival of Motorcycling.

With a huge pop-up museum in the Classic TT paddock, which housed 32 Nortons from the Solihull based museum – ranging in age from 1906 through to the 1990s – enthusiastic visitors got a small insight in to what the National Motorcycle Museum has to offer.

In past TT and Classic TT parade laps, and of course in some of the best TT races in history, nothing on the scale of the turnout of rotary racers – in a tribute to the Norton Rotary Parade – has been seen, or could have been imaged before.

A total of 13 rotaries from the NMM's collection was planned to complete a lap of the TT Mountain Course (the only one to fail to make the start was the one earmarked for me. Malc). The remaining 12 left the TT start line and returned to a great reception from the packed TT Grandstand 37.73 miles later.

Three of the original Norton riders, Trevor Nation, Steve Cull and Ian Simpson, had the pleasure of taking part and were joined by William and Michael Dunlop, Mike Rutter, Steve Plater, Peter Hickman, Steve Parrish and Jamie Whitham.

The most famous rotary of all was The White Charger, which the late Steve Hislop took to victory in what has been described as the best TT race of all time, the 1992 Senior Race. In that event he beat arch rival Carl Fogarty and this time it was ridden by 23-time TT winner John McGuinness, pictured right, who pulled out all stops to appear in replica Hislop leathers and helmet.



The majority of the NMM Norton team made the journey to Jurby for the hugely popular Festival of Jurby and McGuinness, Rutter and Cull demonstrated the rotaries on track.

After a challenging week Team National Motorcycle Museum Racing had to admit defeat when the Brian Crichton prepared rotary posted a DNF during the Classic TT Formula 1 race. Brian and his small team of helpers worked tirelessly on the Norton, which rider William Dunlop, pictured below, had described as "wicked fast" during practice, but on this occasion it wasn't to be.

Museum director James Hewing said at the end of an hectic, but largely successful two weeks: "Team National Motorcycle Museum Racing's entry to run a Norton rotary race machine in the F1 event was a huge challenge and we are obviously disappointed not to have finished. William Dunlop and the whole team worked tirelessly all week with William declaring the bike 'wicked fast'. Everyone knows that there is no tougher place to go racing and feedback from race fans has been really positive."

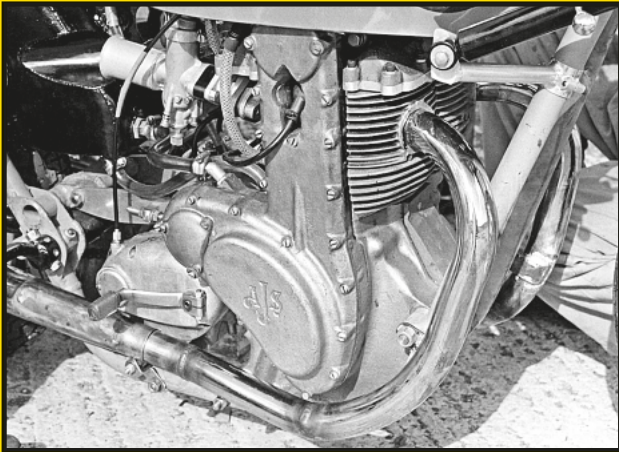


The museum film crew has created four short films from the event, which include the paddock museum, the rotary parade, the festival of Jurby and Team National Motorcycle Museum Racing, all of which are available at www.thenmm.co.uk



Welcome

KEELER AJS TWIN



Following Jim Porter's letter in issue 175 enquiring if anyone had any information on the whereabouts of the Arthur Keeler doubled up AJS 7R twin engine, Mick Hemmings came up with some superb images of the engine from the period. Hopefully this great photograph will jog someone's memory and may help to track the engine down.

RECORD NUMBER OF BIKES AT FESTIVAL

The Isle of Man Steam Packet Company has confirmed that a record number of motorcycles was carried to the Isle of Man Festival of Motorcycling in 2015.

Compared with the previous year there was a 4% increase in the number of motorcycles brought to the Island during the festival, rising to more than 3800. This follows a steady increase in demand since the Festival of Motorcycling was introduced, particularly among fans wanting to bring their own bikes to the Island.

During the 2015 TT there was also an increase in the number of motorcycles carried, up more than 16%, the highest level for any year outside of the Centenary celebrations in 2007.

Isle of Man Steam Packet Company chief executive Mark Woodward said: "The Festival of Motorcycling continues to go from strength-to-strength, as these figures show.

"We recognised there was a rising demand

from fans who wanted to be able to bring their own motorcycles to the Island, so over the winter we had a removable mezzanine deck fabricated. This substantial investment has created the additional capacity to allow more people to bring bikes, and help the Island's motorcycling festivals continue to grow.

"The Steam Packet Company is pleased to play its part in supporting the Island's special events, not only in terms of providing capacity to meet demand, but also in direct support. For example, we have sponsored a parade lap at every Classic TT, this year celebrating Norton's rotary years, have been headline sponsor of the Southern 100 International Road Races for more than 15 years and work closely with the TT Marshals Association to help attract volunteers through our discount scheme."



A stunning line-up of BSA Gold Stars at a packed VMCC Jurby Festival, all transported to the Island by the IOMSPC.



Did you get to the Classic TT – Manx Grand Prix this year? If so you'll know what a great event it was. If you couldn't make it this time around then I strongly recommend you get it on your calendar for 2016.

Just as we have for the last couple of years, we ran the Mortons Archive exhibition in one of the units at the rear of the TT Grandstand and again it proved a great success. The really nice thing about having such a base is getting to meet so many readers, from all over the globe.

The Classic TT races, once again, provided some super-fast and competitive racing. What about Bruce Anstey's 126mph plus lap on a classic grand prix two-stroke? The bloke truly is a legend and the most modest man you could wish to meet.

But for a loose exhaust there was every chance he could have added another win to last year's Classic TT victory. Just to think a little over 12 months ago the sceptics delighted in telling Clive Padgett he would never get a fragile stroker to last around the Island.

While Clive and his team worked wonders, the attrition rate in the classic races was something of a cause for concern. The Island does find out the slightest weakness in a motorcycle, and for that matter rider, but some beautifully prepared machinery, put together by the best in the business, failed to finish.

I've listened to all the theories – modern TT stars are too hard on the bikes, and there isn't enough track time to iron out the bugs in practise, are the most commonly heard. My take on it is that all the top machine builders and tuners are pushing the boundaries; just as they did back in the day. From 1907 the TT was the ultimate test of man and machine and the Classic TT is carrying on the tradition.

Racing improves the breed and the arduous Mountain Circuit will ultimately improve today's classic race bikes.

Malc

NEWS BRIEF

>>NEW MANAGEMENT STRUCTURE AT DONINGTON PARK

The board of Donington Park Racing Limited has announced three key promotions within its senior management team.

The present board of chairman Kevin Wheatcroft, finance director Phil O'Connor and managing director Christopher Tate has been expanded. Alison Nicholls is promoted from general manager to chief operating officer. In welcoming Alison to the board Kevin Wheatcroft said: "Alison has already proved herself and her abilities over the past five years in first re-starting and then rebuilding this circuit and successfully growing its business; and I now look forward to her future input with great expectations."

Also promoted is Bob Adams to the position of sporting director and Roger Lowe to commercial director. In welcoming the expansion of the senior team, managing director Christopher Tate said: "Donington is now once more strongly positioned as one of the top three of the UK's international race circuits. We host major events across a wide range of both the two- and four-wheel motor sports, and we are diversifying rapidly. With strong partners such as the Honda Haslam race school, the FIA Formula E race series which is headquartered here, and a range of important race industry tenants on site, and with our strong financial controls, the company is now set for its next stage."

>>MAD FOR CHARITY

The Westland Classic Motorcycle Club, Yeovil, Somerset have enlisted the help of Steve Parrish for their annual charity fund raising event, in aid of Dorset and Somerset Air Ambulance.

The GateWay centre in Yeovil is the venue for Steve's highly entertaining MAD show (see www.madtour.co.uk) and the date is November 21 at 8pm. Tickets are just £12 with all proceeds going to the Dorset and Somerset Air Ambulance.

Further information is available at www.wcmcc.org.uk or by contacting John Dodge on 01935 423372 or Gerald Davison on 01963 351603 or gerald.davison@lineone.net



AERMACCHI REUNITED

After we published a letter in Readers' Write in issue 173, which told the great story of Pete Fleming and Andy Gourlay being reunited after over 37 years, it has resulted in Andy being reunited with his original Aermacchi Metisse.

After returning from New Zealand, Pete Fleming was visiting well known Aermacchi tuner Cleve Brightman collecting his engine and spotted Cleve was restoring an original Aermacchi Metisse rolling chassis, which it transpired had originally been Andy Gourlay's.

Andy bought the Metisse new from Geoff Monty (Monty had never used it) and rode it in the 1979 Junior Manx Grand Prix. After moving on to Yamaha machinery Andy sold the

Aermacchi to Dave Bedlington, who ultimately sold it to Cleve Brightman. When Cleve heard the story of Andy and Pete meeting up again he agreed to build an engine from his own spares stock and sell the complete bike, pictured below, to Andy in New Zealand.

Pete Fleming has his own Aermacchi, pictured above, which he has owned since 1971. It was originally owned – and raced for two years – by Graham Sharpe, making Pete only the bike's second owner.

In a nice twist to the tale Pete Fleming is returning to New Zealand for the Pukekohe Festival in 2016 and Andy has offered him the newly reunited Aermacchi Metisse to ride.



SPORTING RACE

Manx Grand Prix and Classic TT clerk of the course Phil Taubman prepares to take over the community baton from fellow Southern 100 committee man and Billown clerk of the course Peter Oates after his two-mile stint in a 100 mile event around Castletown.

The main event, which attracted walkers from across the globe, utilised the Southern 100's start and finish straight as well as the club's HQ and newly acquired mobile grandstand.

A number of S100 committee members took part in the fun-based community walk, along with 1971 Junior Manx Grand Prix winner Steve Moynihan, who turned 70 earlier this year.

The 50-strong Castletown community team sneaked under the 24 hour cut-off by a mere one minute and eight seconds. Don't ask what average speed that is!

CLASSIC TT MOMENTS

ANSTEY'S LAP

The Classic TT was buzzing with the news that, during practise on one of the days blessed with good weather, Bruce Anstey did the unthinkable and lapped the Mountain Circuit at over 126mph on Clive Padgett's 500cc two-stroke Yamaha.

But for a loose exhaust, which caused an extra stop to fix it, Anstey would have repeated last year's Classic TT Formula 1 victory on the former Grand Prix Yamaha that many pundits claimed couldn't survive the rigours of the TT Mountain Course.

McGURK AT THE DOUBLE

Last year's winner of the Privateers Award in the Junior Classic TT, Phil McGurk, riding Chris Hughes' 350 Honda, repeated the feat in 2016, and rode in to the winners' enclosure in second place overall.



Success on a budget; Phil McGurk enjoyed a great Classic TT.
Photograph Russ Lee

Former Manx Grand Prix rider Hughes, from Louth, Lincolnshire, runs his bikes on a very tight budget and was delighted when his Drixton 500 Honda, in the hands of Dave Sellers, came home 15th in the Senior Classic. The 500 was a last

minute entry and the bike was completed in the TT Paddock during practise week.

You can read about the exploits of Phil McGurk's father Tony in the TT during the Sixties in the next issue of *Classic Racer*.

>>TWO VERY DIFFERENT LAPS

Former Manx Grand Prix rider Dave Binch got to relive the past when he took part in the *Classic Racer* Classic Lap of Honour during the Classic TT, before running the entire 37.73 mile TT Mountain Circuit.

Dave, who first raced in the Manx Grand Prix aged 18 on a Yamaha TZ250 but hung up his leathers in 1997 when the first of his two daughters was born, took on the challenge inspired by a family friend who was diagnosed with terminal cancer.

Now aged 45, Dave used the same restored TZ to ride in the Lap of Honour, and then just hours later ran the whole of the Mountain Course in aid of Cancer Research UK. David said after completing the gruelling run: "The whole thing has been fantastic and we have raised a lot of money for charity. It was great to relive my youth back on the bike and the run was a rollercoaster of emotions. However, I'm looking forward to a rest now!"

Poor weather earlier in the week threw the race schedule into chaos, meaning the only way Dave could complete his challenge was to start running at 2am. Dave added: "It was a very still night with just a little bit of mountain mist. There were no cars or lights at all. I just put one foot in front of the other and ran and ran. It was so peaceful and something I will remember for a long time."

Running from Ramsey to Ramsey, Dave completed his lap in eight and quarter hours, an average speed of 4.5mph. "I often thought about people who are suffering from cancer, said Dave, it helped keep me going."

The TT organisers allowed Dave and his six-man crew a place in the paddock where they gave away tea in exchange for charity donations from the racing teams. As *Classic Racer* goes to press the total has passed an impressive £13,000 and is still rising.

There is still time to make a donation either by calling Dave on 07919 321109, texting BINC90 to 70070, or visiting www.justgiving.com/DaveBinch

Bruce Anstey on his record breaking lap.
Photograph Russ Lee



WARREN WILLING 1952-2015

For more than 40 years Warren Willing was a colossus of Australian racing.

Born in Paddington on June 22, 1952, Willing attended Macquarie Boys High School in Parramatta, which he graduated from to become an apprentice motorcycle mechanic. Within a few years he was building his own engines.

Outside of bikes, his hobbies were soccer, surfing and model aeroplanes, but it was racing that captured his imagination after contesting his first club events on an old Triumph twin.

Riding the wave of the Japanese bike boom, he would soon appear aboard a purple Yamaha 125 known as the Honey Special. In 1972, he partnered with future brother-in-law Murray Sayle to win the 250 class in the Castrol Six-Hour. With the \$500 prize money they won, the pair ventured to New Zealand.

The team's reserve rider Jeff Sayle tagged along. "We raced from December 1972 through to January 1973," remembers Murray. "We were still in B-grade. I was on the TR2B and Warren had his TR3. Jeff had ride on a production RD350 at Wanganui. He was 17. We raced at Bay Park, Levin, Wanganui and Pukekohe, all on North Island. This was when we first met Stu Avant, John Boote and many other Kiwis."

Warren's career continued apace in Australia, rocketing from C-grade to A-grade in two seasons. Willing and his rival, friend and some-time co-rider Gregg Hansford took Australian motorcycling into the stratosphere with their incredible dice in the 1974 Unlimited Grand Prix at Bathurst aboard a pair of new Yamaha TZ700s, both riders wheel-standing over the humps down Con-rod at 275kph.

Willing pipped Hansford after lowering the lap record by an incredible nine



TERRY WINDLE

After a long battle with cancer Terry Windle passed away on September 22.

Terry was a machinist by trade. He started racing solos in 1961, with his first race being at Rhydymwyn in Wales. However, his solo career was short lived as he soon took up sidecar racing, a sport which proved to be his life from then on.

EWAN HALDANE

Motorcycle racing veteran Ewan Haldane lost his life in a road traffic accident at the age of 86.

Ewen Haldane, from Greenock, Inverclyde, competed in 15 TT races. He was killed while riding his Honda on the A82 near Luss. Ewan founded Ewan Haldane Motorcycles in Greenock before retiring.

The current owners said in tribute: "Mr Haldane was a former TT racer and successful motorcycle dealer, serving Inverclyde and beyond motorcycling community for many, many years. He will be greatly missed and our thoughts and condolences are with his family at this time."

Glasgow Honda dealer, Victor Devine, also paid tribute: "It's very sad. My phone hasn't stopped ringing. I was just a wee boy when he was a successful road racer.

seconds. He backed that up with recording the first 100mph lap on the Mountain in 1976.

The Willing-Hansford rivalry pushed both men to become world class riders, even though their international F750 outings by the mid-70s could be counted on one hand. And when they did, both excelled. Willing finished a tremendous fifth on debut in the 1975 Daytona 200 against a field of a dozen factory bikes. Warren loved the gigantic Florida event; the buzz, the tri-oval and the big-bucks professionalism of US racing. Like Bathurst, he always rose to big occasions.

In 1974, Willing and Hansford teamed up for the Castrol Six-Hour on an Adam & Sons Kawasaki H2, but were sensationally prevented from continuing on to possibly win after officials deemed their rear Dunlop too worn to safely complete the race. Outright victory in the six-hour would elude Willing.

In their many battles, Warren finished ahead of Gregg more often than not. Not too many riders can lay claim to that, perhaps only Kenny Roberts and Kork Ballington. As pioneers of Aussies venturing to New Zealand in the



He was one of that generation of men we used to talk about when we were wee boys. He was a true gentleman. He was the sort to chastise you if you cursed in front of a lady. He was a lovely, lovely man."

All at *Classic Racer* send sincere condolences to Ewan's family and friends.

Japanese-bike era, it is a little known fact that Murray and Warren were the first Australian riders to race in Japan, at the TBC series at Sugo. Warren bested fast factory rider Hideo Kanaya over the two-leg format to claim the \$4000 winner's cheque. Kanaya's DNF in race two made it an Australian 1-2 on debut for Warren and Murray.

It should be noted that among his rivals, Willing anecdotally recorded the least number of crashes of all. His entire approach to racing was based on exhaustive preparation and pinpoint riding. It was sadly ironic that Willing's career was brought to a shattering end in a tragic crash not of his making.

He sustained terrible injuries to his leg that required 18 operations and a platform shoe to allow him to achieve balance when walking. Lying in hospital for six months Warren said he learned more about racing in that time than the previous decade.

Warren's subsequent record as a world-championship winning technical director and crew chief is well-documented, the list of riders he worked with long and luminous. But it was his achievements as a racer that he deeply treasured.

In 2007, Warren was diagnosed with an aggressive form of prostate cancer. After going into remission following treatment, he worked for MZ's and Ducati's race departments before the cancer returned in 2013, spreading to his bones. Brave to the end, Warren fought his terrible disease all the way until he died on September 5. He is survived by wife Wendy and his daughter Nicole.

Words: Darryl Flack

This new-found passion led to him building his own chassis in his garage behind his house before he eventually had his own workshop in a little village called Thurgoland.

From this humble beginning Terry created a career building sidecar chassis for many of the leading teams, which spanned over 40 years. Terry eventually 'retired' in 2008, but he continued to build a few bikes, again in the garage behind his house.

Through his time as a chassis builder Terry racked up an incredible five world championship and countless national championships. He will be sadly missed by all the sidecar community.

Pete Windle

News of Terry's passing came in just as *Classic Racer* went to press. Everyone at the magazine sends sincere condolences to Terry's family and friends. Malc

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HANDS DOWN



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REVIEWS

PRECISION ILLUSTRATIONS



Mick Ofield's incredibly detailed classic race bike prints, which are 51cm x 41cm (20in x 16in) in size, would grace any race enthusiast's walls.

The prints are available with white or beige backgrounds and feature legendary classic American, British, European and Japanese road race machinery. A new addition the extensive range series features four bikes from the same manufacturer.

The ever expanding collection can viewed in albums at www.facebook.com/RoadraceMotorcycles or e-mail ofieldTN@blomand.net for a complete list, to receive proofs and to place your order.

The prints can be shipped world-wide.

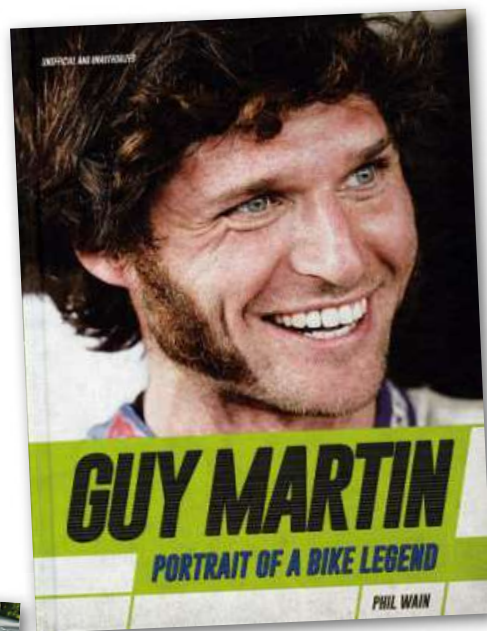
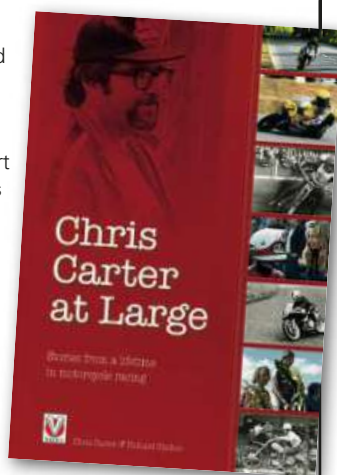
CHRIS CARTER AT LARGE

'Absolutely brilliant' barely does justice to the long awaited memories crammed in to Chris Carter at Large.

With more than 60 years of great memories, as a journalist, commentator and broadcaster, while mixing with the great (and not so great) and good of off road sport and road racing, Chris has some great stories to tell. Chris Carter at Large is co-written by Richard Skelton.

Written in Chris's easy to read style it gives an honest, frank, sometimes tragic and often funny insight in to the world of motorcycle sport by someone that was actually there and, perhaps more importantly, respected by competitors at every level of the sport.

Chris Carter at Large costs £16-99 (\$29-95) and is published by Veloce. It can be ordered from all good bookshops or direct from Veloce at www.veloce.co.uk ISBN 978-1-845840-91-14

GUY MARTIN
PORTRAIT OF A
BIKE LEGEND

Penned by regular *Classic Racer* contributor, Phil Wain, Guy Martin – Portrait of a bike legend gives something of an insight in to the complex character that is Guy Martin.

With the benefit of having been Martin's PR officer from 2004 to 2010, Phil has the advantage of getting closer to the charismatic racer than most.

The book also uses many previously unseen images and goes a long way to explaining why Martin's sometimes controversial career took the path that it did.

Published by Carlton Books and priced at £14.99 Guy Martin – Portrait of a bike legend is on sale now from all good book shops, or contact Carlton direct on www.carltonbooks.co.uk ISBN 978-1-78097-730-0

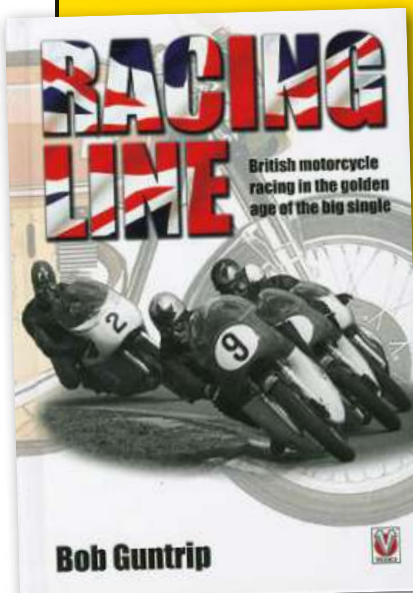
RACING LINE

Covering one of the great periods in UK road racing, the Sixties, Racing Line – British motorcycle racing in the golden age of the big single, give a great snapshot of the period.

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Author Bob Guntrip was smitten with motorcycle racing after seeing John Surtees race the MV at Silverstone, and despite this being his first motorcycle book he has written for motorcycle magazines in the UK and Australia before covering cricket, rugby and science.

Racing Line – British motorcycle racing in the golden age of the big single costs £19.95 (\$35) and is published by Veloce. It can be ordered from all good bookshops or direct from Veloce at www.veloce.co.uk. ISBN 978-1845847-93-7

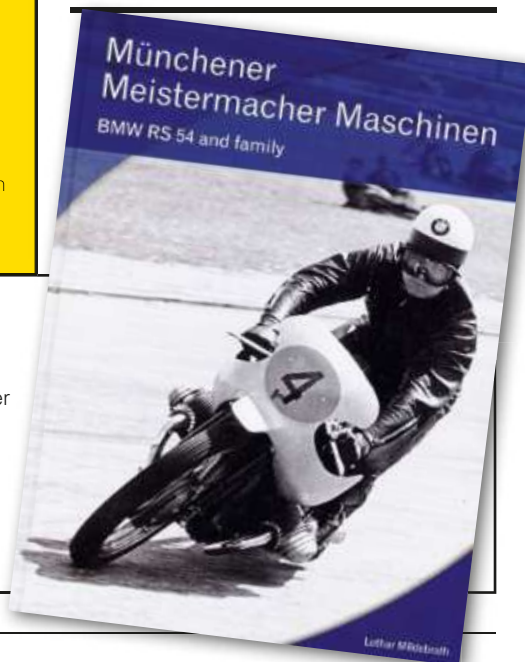


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Definitely one for the hard core BMW enthusiast, this dual language (German and English) BMW RS54 and family is obviously well researched and very nicely illustrated.

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 **STAR LETTER**

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DUKE

PRIDE OF YORKSHIRE

Dear Malc,
Classic Racer is always a great read but your issue 175 was first class. A brilliant article on my old school mate, Dave Potter, rightly titled Pride of Yorkshire, a really great example to any young person wanting to get into racing. His bike preparation was excellent; I remember a Norton Dommie with orange frame and white tank and seat, a real stunner.

Also the excellent article on Hailwood's Hutch and the evergreen Ron Haslam. I was at Cadwell that day when on the Pharaoh Yamaha he showed everybody the way home, great day. Also his exploits on a VR 750 road bike at the Transatlantic races showing his absolute ability no matter what machine.

Keep up the great standard Malc, best bike mag of the lot.

Rob Rank
Via email

Many thanks for your kind words Rob; we really enjoyed putting that issue together.

Malcolm



STAR LETTER
PRIZE

Remember to keep sending in your letters, we want to hear your stories and find out what you think of the magazine. Each issue we'll pick a star letter, the writer of which will win a superb package courtesy of Duke Video!

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DUKE DUKE DUKE DUKE DUKE DUKE DUKE DUKE DUKE DUKE

MORE DUKE MEMORIES

Dear Malc,
So sorry to hear of Geoff Duke's passing. I only saw him racing once, at Silverstone in April 1958, on a 350 Norton. I got a puncture in my rear wheel on the way there, and managed to get it repaired and get to Silverstone in time for the 350 race.

I stood at the entrance to Woodcote, and saw him get a really bad start; he might even have been last away! The crowd around me groaned – not more bad luck for him – however he tore through the field and caught the leader, Bob McIntyre on another Norton, and cleared off to win!

A lot of the crowd around me ran onto the circuit, cheering, as he came round again with the laurel wreath around his neck. I was privileged to have seen that performance, and wish his family well in this moment of grief.

John Archer – ex Wymondham Dragons member
Via email

DUKE CORRECTION

Dear Mal,
I have just read the article on the Iron Duke in the latest issue of *Classic Racer*. Unfortunately, Bruce Cox has perpetuated one of the myths of racing in the Golden Era, by repeating the tale that Bob McIntyre replaced Duke in the Gilera team after the latter's crash at Imola early in 1957.

I suspect that the great Vic Willoughby was the originator of this tale which now seems to be accepted without any question. I have never understood why Vic peddled this story; he was there at the time as a journalist and a moment's thought would have

revealed his error – so unlike him.

The truth, as any Gilera fan will know, is that McIntyre was signed to replace Armstrong and Monneret, who had retired at the end of the 1956 season and indeed McIntyre lined up in the Gilera team at the Imola international meeting in which Duke was injured. McIntyre also rode the Arcore factory's multis in the German GP at Hockenheim, before the TT. Duke's replacement in the squad was Bob Brown.

Keep up the good work.

Raymond Ainscoe
Via email

GREAT MEMORIES

Dear Malc,
I'm just reading my latest *Classic Racer* whilst eating a sandwich for lunch. I am still working at least three days per week despite approaching my 79th birthday.

Reading the Southern 100 report and my old mate Ted Fenwick's achievements, maybe I should consider making a comeback? That will be after the knee replacements – the right one scheduled for late October and the other sometime next year.

I am a little bemused by your comment in your Welcome column where you state that you visited the Southern 100 to help celebrate its golden (50th) anniversary. On that basis the first one was 1965 but I made my only visit in 1961 and it was a few years old then. I am a little confused or have I missed something?

Finally, some while ago I contacted you regarding the whereabouts of my old Ducati. Any chance for the next one? I ask because I would like to trace it before Christmas.

The reason is that my younger son and his family live in France and are coming over for Christmas and New Year and I would like to be able, subject to where it is now, to take him and our eldest to see it.

Neither of them saw me race and there appears to be no film or video available that shows me, despite the fact that the 1963 250cc race at the Scarborough International featured on ABC TV Saturday sport, as was the Gold Cup race won by Read on the Duke Gilera.

I have contacted Duke Marketing and various other sources. For my performance that day, which was poorly reported, last to second and almost winning, my photo was big on the front page of MCN the following Wednesday.

That was on an Aermacchi though; I lapped the Ducati with someone else on board.

We struggled to sell the Ducati for £220 despite all the money that had been spent on it, which totalled £1000 for the bike, and the gearbox and head conversion.

Earlier this year I was web browsing and came across a restored Ducati 175F3 (ours was in its original form) which had sold at auction in the States for £87,000, I couldn't believe it.

Brian Clark
Via email

Attributing the wrong anniversary to the Southern 100 in my Welcome was my silly mistake Brian, sorry. It's a real long shot but there must be people out there who can remember Brian's successful race career and hopefully throw some light on the little Ducati. Malc

GARY HOCKING

Dear Malc,
Being very much a Gary Hocking fan I must agree with Peter Horry (readers write Issue 175), that Gary in his day was as good as any other factory rider and could win on any bike, as he proved!

In 1959, when he rode a private Norton, he split the two works MV Agusta riders in two races. From memory these races counted towards the World Championships. The riders were John Surtees and John Hartle. A headline in the press towards the end of the 1959 racing season was 'If we can't beat 'em we buy 'em!' which is exactly what MV did and gave Gary a contract for 1960 to race for them.

Gary was 350 and 500 double World Champion in 1961 riding for MV Agusta. I had great admiration for Gary Hocking and regret that he lost his life in a motor car racing accident in South Africa.

His funeral was held in Wales where he was born.

Len Ireland
Northern Ireland

You and Peter Horry are not the only Gary Hocking fans out there Len, he was the subject of several conversations while I was over at the Classic TT. And yes, we will have a feature on Gary as soon as we can fit one in. Malc

GENTLEMAN HUGH

Dear Malc,
Because of my age I only started riding motorcycles and attending race meetings in the early 1970s.

My knowledge of the earlier period bikes and stars has improved by subscribing to *Classic Racer* and through the regular paddock gossip columns that commends newly published books to read. In Canada it is difficult to obtain information about newly released motorcycle books.

In 2011, whilst on holiday in New Zealand, I had the pleasure of meeting Hugh Anderson at a historic race meeting at the Hampton Downs race track. At that point, I knew nothing of the championships Hugh had won in the 1960s, but he was kind and considerate and spent time with me between his races to talk about his racing exploits and life. What an interesting gentleman.

I'm really looking forward to obtaining a copy Hugh Anderson's book, *Being There*, and learning more about him and that period in racing history.

John Martin
Canada
Via email

It is a great read John and very well written; I'm sure you will enjoy it as much as I have. Malc

GEOFF DUKE TRIBUTE

Dear Malc,
Congratulations on the fine tribute to Geoff Duke, a wonderful, versatile motorcyclist.

I first met him briefly in my early days at the BSA factory when he had just left to join the Norton factory. We both had the same digs in Charles Road, Small Heath in Birmingham. I'm sure he would have remembered the landlady Mrs P who had great admiration for him as a person.

I went into the kitchen one evening, made a jocular comment and got a hefty clip round the ear. "Mrs P how long has that taken you?" I asked. She was ironing her bra which dangled over both ends of the kitchen table. She was a big lady! Such were those happy, early motorcycling postwar days. Geoff laughed at that.

There is no doubt that Geoff's contribution to Norton's success and their sales was immense. There was no sales team. So sad that he wasn't more greatly honoured by the Norton management, managing director Gilbert Smith in particular. His achievements on the early Rex McCandless Featherbed framed racers kept Norton in front when their engines were down on power compared to other makes.

Joe Craig, technical and race director made the remark that it was impossible to go down Bray Hill without a 21in front wheel. Geoff and Rex McCandless disproved that in no uncertain way. John Surtees too wasn't treated too well in his early so successful Norton days.

Neither was I when, having won a sidecar World Championship as an employee, my request for a rise of £1 a week was rebuffed with: "What do you need a raise for, you're not even married?" That's when I said my goodbyes to the factory!

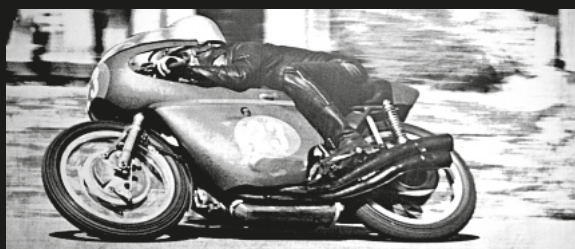
Stan Dibben
Via email

SUPERSTITIOUS NUMBER

Dear Malc,
On seven photos out of 10, Silvio Grassetti, in the feature in issue 174, is shown with the number 23. This is considered an Italian unlucky number, together with 21 and 17, comparable to our 13 or the Japanese 4 (shi = death).

Most probably Grassetti had asked for it. Perhaps your author Jeffery Zani could find out about this? Italians are usually very superstitious.

Dr Josef Maier
Via email



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They Called Him



EDDIE DOW

This feature is based on an interview conducted with Eddie Dow by Bruce Cox as part of the documentary programme on BSA in the 'Best of British' TV series Bruce produced for the Discovery Channel. It is illustrated with photographs from Eddie's own collection and Mortons Archive.

Back in the Sixties, Eddie Dow, was known worldwide as 'Mr Gold Star'. From his motorcycle dealership in the north Oxfordshire town of Banbury he offered a mail order service that kept the local Post Office busy on a daily basis shipping out parts around the globe that improved either the performance or the visual appeal of the famous BSA 350 and 500cc B32 and B34 'Clubman Racers'. It was quite an achievement considering the 'Goldies' were already among the fastest, best-looking and most-admired sports bikes of their day.

Not only that, in addition to his enhancements of the big singles it was Eddie Dow's vision that led to the creation of another classic British bike icon from BSA's Birmingham factory – the 650cc Rocket Gold Star twin.

Even so, Eddie didn't earn his 'Mr Gold Star' name by being just a clever marketing man. In the Fifties it was not uncommon for riders to compete in various disciplines of motorcycling competition and excel at them all. And Eddie Dow was one of the very best. He won the 1955 Clubman's TT in the Isle of Man and co-piloted the Thruxton Nine Hours Race winner just a month or so later. Added to that were three ISDT Gold Medals and First Class Awards in the Scottish Six Days Trial, always riding his beloved BSA Gold Stars, whether on the road or off. These successes marked him as one of literally only a handful of great all-rounders who earned their stripes with victories or top-rated performances in both on-road and off-road events.

'Mr Gold Star'

Words: Bruce Cox
Photographs: Eddie Dow Collection and Mortons Archive

ALL-ROUNDERS ALL

One of the earliest of these versatile riders was Gloucestershire farmer Johnny Draper who, in 1955, was crowned European Motocross Champion – which in those days equated to being the best motocross rider in the world. Five years earlier he had won the 500cc race in the Motocross des Nations team event in Sweden, leading home the group of riders that secured Britain's first victory in those 'Motocross Olympics'.

In addition he rode on the British team in the enduro-style International Six Days Trial and was one of the very best at the 'feet up' game of 'observed trials'. In fact, in May 1951 Johnny won the most famous such event on the calendar, the Scottish Six Days Trial.

Four weeks later he was on the Isle of Man to contest the Clubman's TT on the Mountain Circuit, having ridden in just one previous minor road race in order to qualify. He finished third in both races, riding a Norton International in the 350cc class and a Triumph Tiger 100 in the 500. And on the weekend that he returned from the Island he rode Gold Stars in the Cotswold Grand National scramble and won both the 350cc and 500cc races!

After becoming Britain's first European Motocross Champion in 1955, Johnny finished second in the following year's series to another British rider who is very much on our list of great all-rounders – Les Archer. The Aldershot ace was the son of Les Archer Snr, one of the most famous racers at the old Brooklands track, and proved that he too was as good at speeding as he was at scrambling.



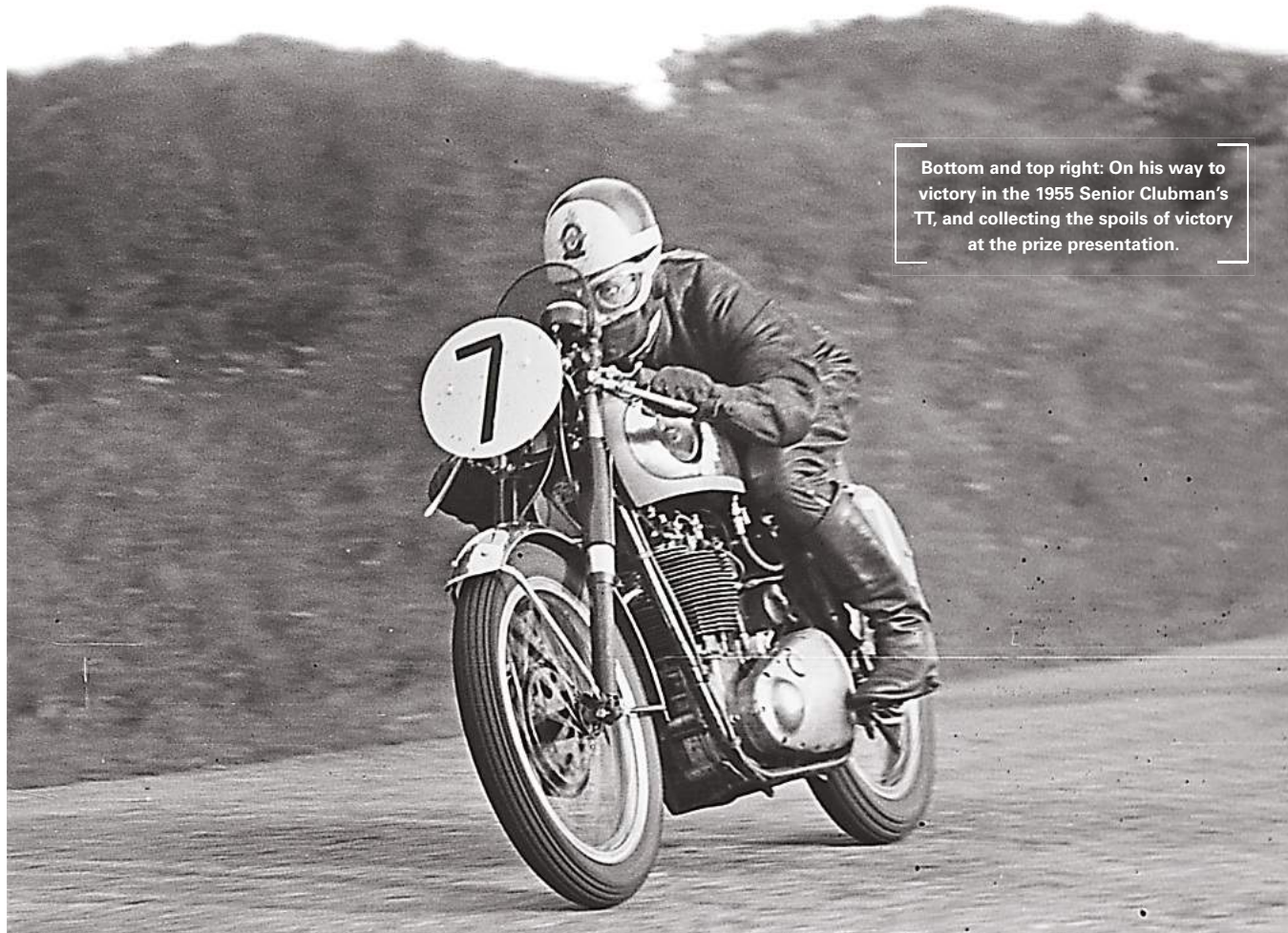
In 1947, Les Jnr journeyed to the Isle of Man with his dad and finished second on a Velocette in the 250cc Clubman's TT. Les Snr, incidentally, finished fourth in the main 250cc TT event on a New Imperial.

Back on the mainland, Les Jnr competed in many short circuit road races with great success before turning to scrambling full-time. One of his most satisfying road race wins was when he won the 1948 Hutchinson 100 race at Silverstone, the same race that his

father had won at Brooklands back in 1932.

Still counting our list of the greatest British all-rounders on the fingers of one hand, we come to another Cotswold farmer – Ron Langston. He had the distinction of being as great on three wheels as he was on two!

From 1956 Ron rode solo Ariels in national and international trials and scrambles events including the ISDT (winning a gold medal) and the Motocross des Nations. In 1959, he tried his hand at road racing, making a sensational



Bottom and top right: On his way to victory in the 1955 Senior Clubman's TT, and collecting the spoils of victory at the prize presentation.



Just as handy off road, BSA mounted obviously, Eddie put his skills honed in the dirt to good use when he took to the tarmac.

debut at the Manx Grand Prix by finishing second in the 350cc race on a Manx Norton, and the next year he won the Thruxton 500-Mile endurance race, teamed with Don Chapman on a 650cc AJS Sports Twin. Two years later he was contesting 500cc World Championship events on a G50 Matchless, finishing fourth in the 1961 Belgian 500cc GP and fifth in the Isle of Man Senior TT.

To get fit for that 1961 season in the preceding winter months, Ron purchased a 500cc scrambler from Ariel and fitted a sidecar to it for trials use. By the time they retired from active competition in 1968, he and passenger Doug Cooper had won five British Sidecar Trials Championships during that eight-year period.

Wonderfully, Doug even passengered the familiar Ariel outfit to his funeral when he died of cancer at the age of 78 in 2012. At Doug's request Ron rode the Ariel to the village church at Ebrington in Gloucestershire with his old riding partner's coffin mounted on the sidecar that he had occupied so successfully in life.

And finally, you can't talk about all-round motorcycle aces without mentioning Sammy Miller – the world's most successful trials rider with over 1300 victories to his credit, leading to 11 British Championships and two European Championships in the days when to win either title marked the rider as the best trials rider in the world.

On top of that he won nine ISDT Gold Medals and was a road racer so talented that he was signed to ride for the Mondial factory when it built the most successful machines in World 250cc Championship racing. On the Italian machines he finished third in the 1957 World Championship and during his road racing career he was also a three-time winner of the North West 200 in his native Ulster.

Sammy Miller, Les Archer, Ron Langston, John Draper and "Mr Gold Star" Eddie Dow were truly a handful of all-round motorcycling greats and how Eddie became a member of that illustrious quintet is an unusual and interesting story.

EDDIE'S STORY

Brought up in Derbyshire, not far from the Donington Park circuit during its pre-World War II heyday, Eddie spent his early teenage years hanging around the pits at the track, making himself useful to both car and motorcycle competitors, just as a way of getting involved in motorsport. When war broke out he was already an engineering apprentice in the nearby Rolls Royce aircraft engine factory and in 1944 he became one of the first such apprentices to work on the then new and extremely secret jet engines.

As well as working at RR during the war years he also 'did his bit' in the Home Guard and so began his riding career as a motorcycle messenger, including taking the opportunity to ride in Army trials on what he remembers as a 'tatty' 350cc Triumph Tiger 80.

Then, in June 1945, he was called-up into the Army proper and drafted into the Royal Corps of Signals. This led to a commission as a young officer in the Royal Army Service Corps where a fellow Second Lieutenant in his company was a certain Roger Moore – yes, that Roger Moore – "the name's Bond, James Bond!"

Next for Eddie was a posting to Trieste in Italy, where he remained for some three years – a move that actually had a large effect on his eventual motorcycling career. This was because in 1951 the Army decided to enter a Club Team in the International Six Days Trial and asked for volunteers with motorcycle experience.

Eddie Dow was first in line as he had been riding in scrambles since being posted back to Colchester in England, but his Commanding Officer was loth to let him go for the length of time needed for the selection process and pre-event training, as by then he had risen to the rank of full Lieutenant.

That, however, was the year that the trial was to be run around San Remo in Northern Italy – so Eddie persuaded the powers-that-be that his long stint in that country, plus his acquired fluency in the language, would make him the ideal man to be on the team and help organise the project while in Italy. This, in fact, was what happened and Lt Dow helped assemble a team of proficient motorcycle riders that actually included one of our aforementioned 'all-round greats' – 2nd Lt Les Archer!

The team used plunger-sprung BSA ZB Gold Stars provided by the factory and the riders were advised by Bert Perrigo, the head of the competition department, that they should take the seemingly unusual step of removing the fabric filters from the oil tanks. This was because those components were likely to clog up completely with ingested dust due to the nature of the dry terrain.

Unfortunately, 2nd Lt Archer didn't do as recommended and his bike stopped part way through the event because the crankcase had filled with oil that, because of the clogged filter, could not find its way



back through the system and into the tank for re-circulation.

Les was stopped by the trail contemplating his problem when veteran expert ISDT rider and AJS/Matchless team leader Hugh Viney stopped to aid his compatriot and asked: "Did you take your oil tank filter out, Les?"

Once the mistake was realised it was soon rectified and Archer got to the end of the day right back on time. Unfortunately, he had been late at a control while dealing with the problem and his chance of an ISDT Gold was gone.

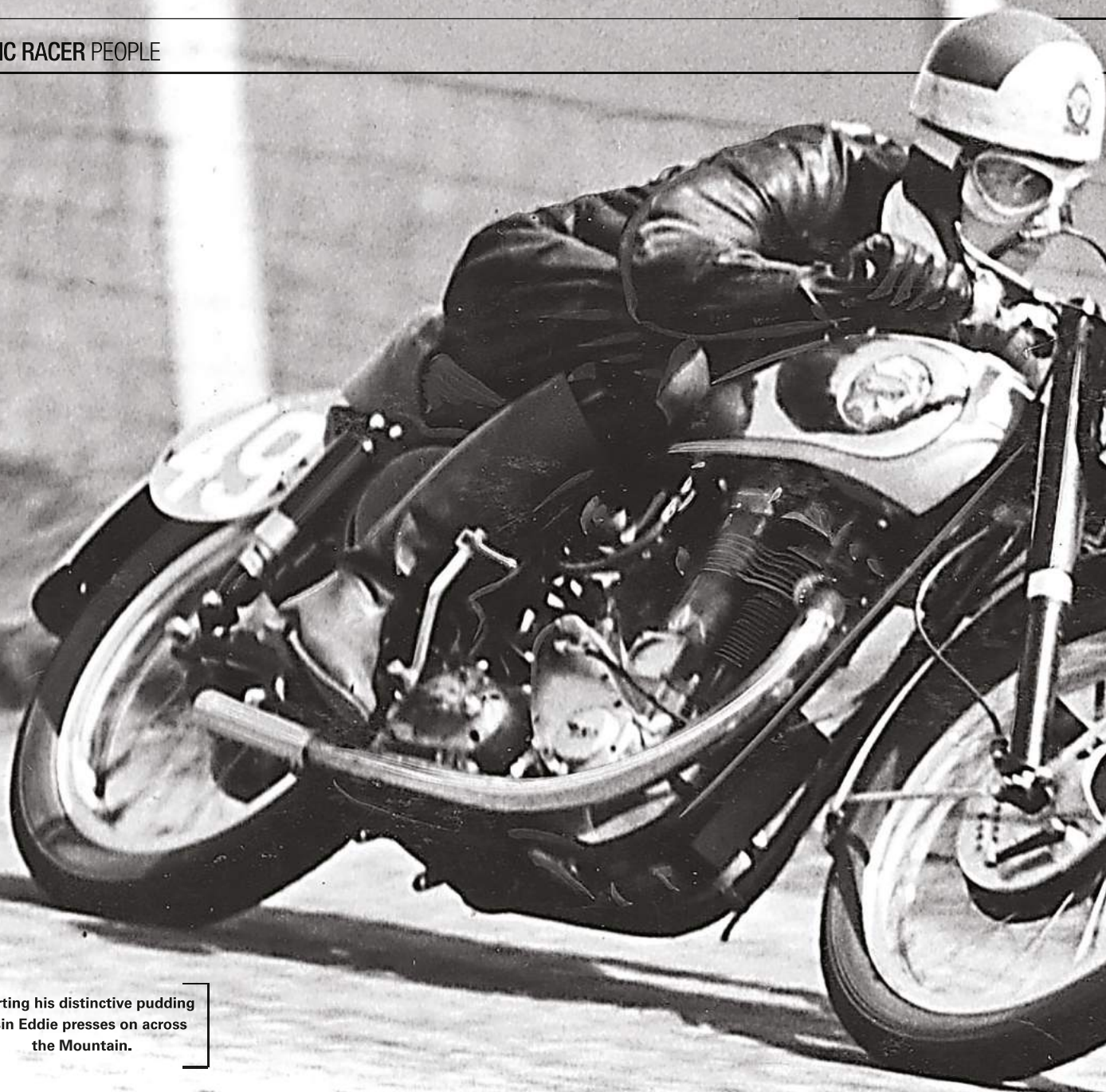
Two of the Army team riders did get Gold medals for unpenalised performances, however, and one of those was Lt WE Dow, along with Staff Sergeant Ernie Arnott, who got his third 'Gold' in succession. The Army team finished fourth in club team points and the exercise was judged worthwhile, so much so that the Army squad was back for the 1952 event that was to be run in Austria. This time their machines were very special ones BSA had prepared for the event. The factory was using the ISDT as part of extended testing for a new Gold Star model planned for public introduction in 1953. This was to be the first BB Gold Star model, with a new die-cast cylinder barrel and head, plus a new duplex tube frame featuring pivoting fork rear suspension.

"They steered like a dream," remembered Eddie, "even though they had quite a steep steering head angle that was later lessened by a couple of degrees on the production bikes.

He continued: "The event itself was somewhat on the miserable side with plenty of rain and mist in the mountains but the bikes went well and I got a Gold Medal again, as did a couple of other riders on the team."

As the following season got underway, Eddie – having now risen to the rank of Captain – led an Army team entered for the Scottish Six Days – the ultimate in observed trials – and gained one of the coveted First Class awards – still Gold Star mounted, of course.

Over the previous winter, however, Eddie's mind had turned to faster competition. He had always enjoyed storming the roads of the mountain passes in the ISDTs that had been held in the Italian and Austrian Alps, so he felt ready to tackle another famous Mountain – one by the name of Snaefell in the Isle of Man!



Sporting his distinctive pudding basin Eddie presses on across the Mountain.

ISLE OF MAN BOUND

Eddie had purchased a Clubman's Gold Star for his own use and soon after the Scottish Six Days, he headed for the Island to begin practice for the 1953 500cc Senior Clubman's TT.

Up to that point, the 500cc Gold Stars had been overshadowed in the Senior Clubman's by the Triumph Tiger 100s and International Nortons, even though the 350cc version had been winning in the Junior class since the 1949 event.

Imagine the surprise when the name of Cpt WE Dow, riding a 500cc Gold Star, appeared on the leaderboard of the early practice session for the Senior race. Although a complete novice at road racing, Eddie actually topped the times in the third practice session with a lap of the 37¼-mile Mountain Circuit at 81.1mph – the fastest Senior Clubman's class lap of the whole of practice week!

In the race, he finished the first lap in third place behind the Norton-mounted favourites,

Bob Keeler and Eddie Crooks. Then, on the second lap, both he and Keeler broke Geoff Duke's four-year-old lap record with times of 26m 48s and 26m 51s respectively and Eddie went into second place. No BSA had ever lapped the Island so quickly, but it was too good to last.

"I overdid it in a big way in one of the worst possible places," Eddie recalled ruefully. "It was at Laurel Bank, with a rock face on one side of the road and a stone wall on the other. As a result I was hospitalised for three months with nine different fractures and a collapsed lung."

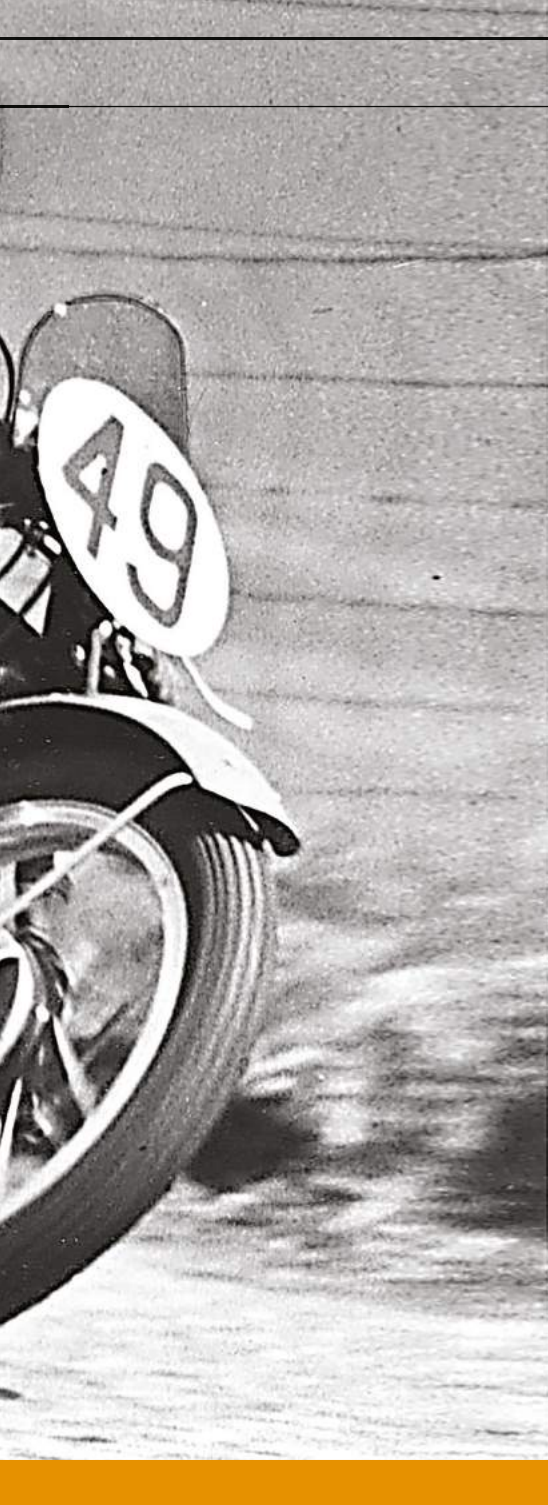
Evidence of his quite phenomenal race pace for a BSA rider came from the fact that, once Eddie was out, the next fastest Gold Star came home in 17th place. There was one positive factor to take from it all, however, in that Eddie's speed proved to BSA that the 500cc Gold Star did have the potential to be a race winner like its smaller 350cc brother.

Roland Pike was delegated to work on the engine's development and came up with the CB model, the first to feature the now iconic Gold Star engine look with big square finning on the cylinder barrel and head.

The new CB motor, in both 350 and 500cc form, also featured a shorter connecting rod and the oval flywheels that were then needed to clear the piston skirt. To reduce the weight of the valve gear there was a new eccentric adjustment for the tappets and the valves themselves were made of lighter and more heat-resistant nimonic steel. Finally, both bikes had their Amal TT carburettors replaced with that company's new GP component.

Horsepower figures for the CB engines went up by some three or four bhp – to 30 for the 350 and 37 for the 500 – while usable rpm went up from 6400 to 6800 for the smaller motor and 6600 for the bigger one.

By comparison, Eddie Dow's 1953 BB engine had put out 33bhp – and Pike reckoned



THE ULTIMATE GOLDIE

In 1955 BSA came out with the ultimate Gold Star – the DB series. Its engine saw a change back to completely circular flywheels that were easier to balance properly. This was possible because it had been proven that the piston skirt could be shortened to achieve the necessary flywheel clearance at bottom-dead-centre of the engine's stroke without compromising piston strength. Other modifications were a larger inlet valve and bigger Amal GP carburettor to match.

Eddie Dow was one of the first customers for the new model and it was delivered in time for him to give it a pre-TT shakedown in a Silverstone production race. Despite problems kick-starting the big single, he finished second and things looked good for the Island.

"The race that year had been switched to the shorter Clypse course," remembered Eddie, "though I would have preferred another crack at the full Mountain circuit. But it was what it was and I set out to learn the short but tricky circuit. It was around 10 miles long so I decided that to be as precise as possible was the way to approach the race.

"It turned out to be the right approach and I moved into the lead on lap three, passing a couple of Triumph riders. From that point on it was just a matter of maintaining full concentration for the rest of the race. For the

last six laps my times varied by less than a second and it turned out to be just a fast ride to the finish rather than a race."

With his Gold Star spinning to 7000rpm and timed at 110mph, Eddie was well in control of the situation and won at a comfortable 70.3mph average. In fact, the bike was running so well and revving so freely that several times each lap he had to ease back the throttle to avoid pushing the rev-counter needle past the redline.

The bike finished in perfect condition, so much so that it was entered for the Thruxton Nine Hours endurance race a few weeks later, where Eddie would share it with Eddie Crooks. Nothing was done to the bike apart from a check-over and minor adjustments to brakes and chains. Both the primary and rear chains were the same components that had completed the Clubman's TT... as were both front and rear tyres!

In an amazing display of Gold Star reliability combined with fast and consistent riding, the bike ran faultlessly through the nine hours around the Hampshire airfield circuit and the two Eddies won comfortably at an average speed of 67.86mph.

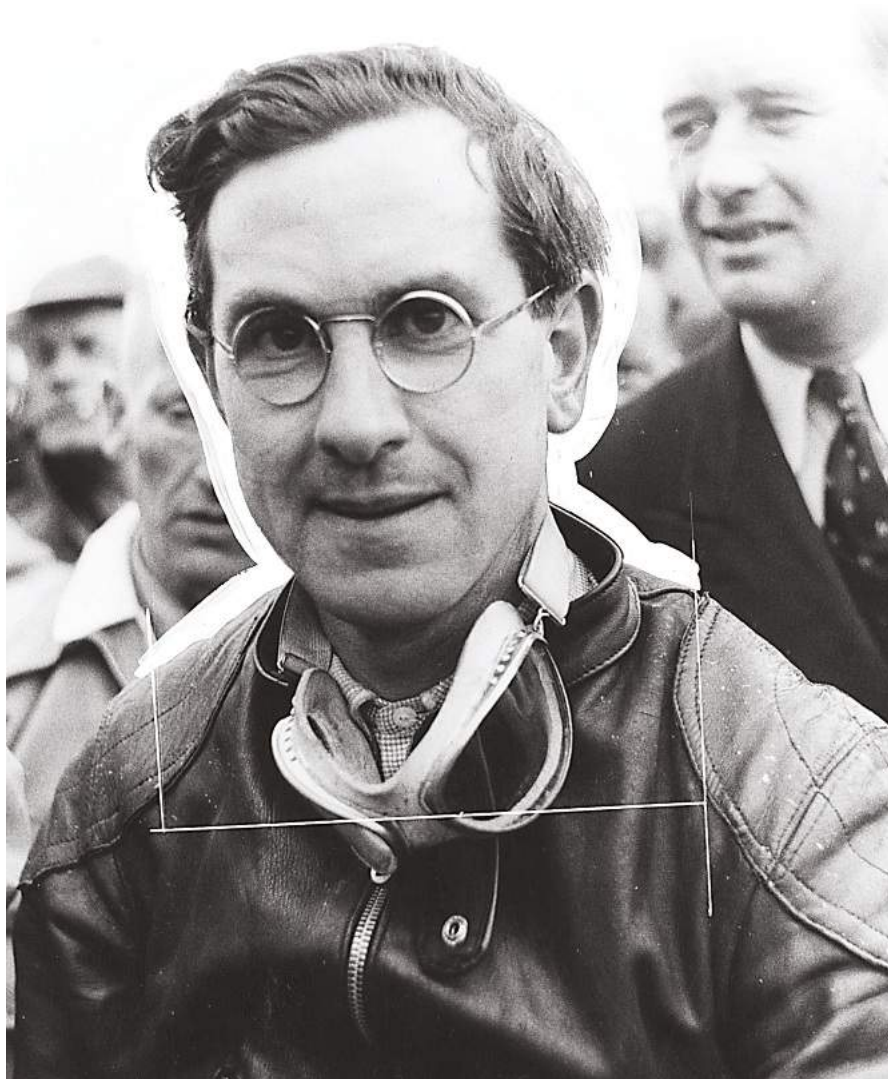
The TT and Thruxton double was obviously the high point of Eddie's road racing career and the 1955 competition season was his last intensive one.

no one had ever lapped the Island so fast on so little horsepower!

The result of all this development was a double in the Clubman's TT classes for 1954. Alastair King won the Senior and Peter Palmer the Junior. Eddie was back but finished down in 10th place.

"People figured I was put off by my crash the previous year," said Eddie, "but that wasn't the case. Whereas my 1953 bike had been a flier, the new one didn't want to go"

Things improved when the ISDT came around again later in the year and Eddie was asked to put together Army teams for the event in mid-Wales around Llandrindod Wells. Living in nearby Army barracks, the teams put in eight weeks of local riding and were rewarded with third and fourth places in the club team's competition. Individual riders took eight Gold Medals – with Eddie getting his third in four years (having missed the 1953 Six Days due to his TT injuries).



DOWN TO BUSINESS

In 1956 he left the Army with a £1000 gratuity as a 'demob' present and embarked upon his business career. He put the money into his Banbury motorcycle dealership, at first going into partnership with AR Taylor, who had another dealership in the neighbouring town of Shipston-on-Stour, just across the Warwickshire border. Arthur Taylor was another keen racing enthusiast, especially for the Velocette brand, and supported many local riders, including one of Britain's earliest World Champions, Cecil Sandford, who later became his son-in-law. Eddie was later to acquire Arthur's share of the business in an amicable buy-out.

But back in 1956, Taylor Dow was the name on the new Banbury store. It was opened by no less a star than Geoff Duke and as a 15-year-old schoolboy I was there to see my hero cut the ribbon across the front door. Also prominent in my memory from that day was the unique Velocette 'Roarer' supercharged twin that Arthur had borrowed from the factory for the occasion and the first Gilera racer I had ever seen, albeit a Saturno single rather than one of Geoff's legendary fours. It was definitely a day to remember for a motorcycle-mad teenager!

Within a very short time of that memorable day, the Taylor Dow dealership was by far the world's leading supplier of Gold Stars and sold no less than 49 of them in 1959 alone! Eddie was well on his way to becoming 'Mr Gold Star' and there is no doubt that a major reason for this was his devotion to the marque while establishing his reputation as one of the best all-rounders in British motorcycle sport.

A couple of years later he again proved what an asset he was to the BSA brand by coming up with the concept for another of BSA's most famous and genuinely iconic sports machines – the Rocket Gold Star. This came about after some of the riders who

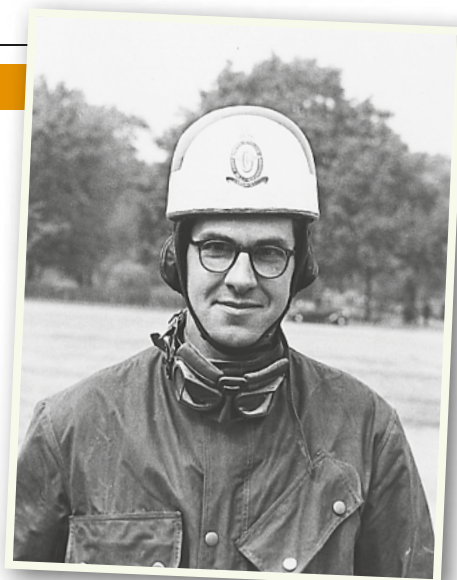
purchased Gold Stars from Eddie for road rather than racing use had become frustrated with being unable to get to grips with the technique needed to kick-start the big singles and with having to slip the clutch to cope with using the ultra-high first gear (good for almost 60mph on the 500!).

These riders happily traded their Goldies back in for BSA's equally fast and much more tractable 650cc Road Rocket and Super Rocket twins, although they did admittedly miss the racy look of the Clubman's Gold Star with its clip-on handlebars and rear-set footrests.

Eddie was a smart marketing man and it didn't take him long to realise that there was an opportunity to make some money from this situation. So he had his faithful service manager, John Gleed, go through the BSA parts lists and assemble the part numbers of all of the many individual components needed to assemble a Clubman's Gold Star with a Road Rocket twin motor in place of the single cylinder unit.

He placed an order with BSA for the parts and in 1960 he assembled the first Rocket Gold Star. At the time, the BSA management showed only a polite, passing interest in the project but a year later they jumped on what proved to be a most profitable bandwagon and put the RGS into production until 1963 when it was replaced by the unit construction A65 Lightning.

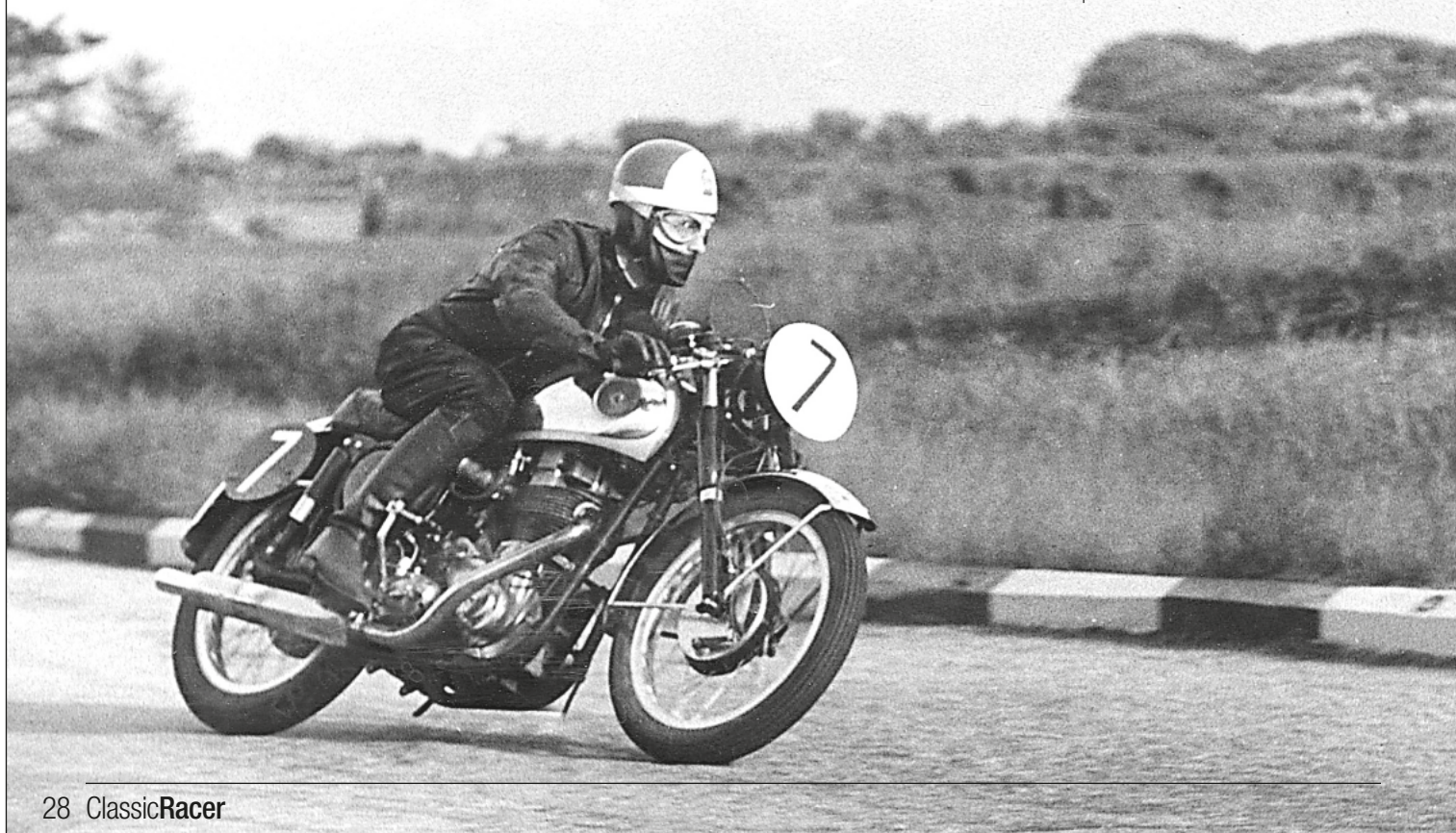
Nowadays many pedantic people make much of the fact that any true Rocket Gold Star has to have the correct factory engine and chassis numbers. But there are many more who claim that the original Eddie Dow machines are even more important in the grand scheme of things. There are even others who say there is no such thing as a 'replica RGS' and that any Gold Star with a Rocket engine is worthy of being regarded as a Rocket Gold Star.



In fact, there are many enthusiasts who would rather have one of the Eddie Dow originals than the factory models. However, there is no doubt that such things as the correct engine and frame numbers do have an effect on value. So be warned if you are in the market for an RGS and are offered an 'Eddie Dow Rocket Gold Star', if it doesn't have an original registration document from Oxfordshire, then it's not one of Eddie's original creations.

Speaking on the subject recently, John Gleed confirmed that the shop built a dozen of them and all were registered in Oxfordshire with that county's BW or UD suffix to the letters on the registration plate.

If you are lucky enough to own one of this desirable dozen then be aware it is perhaps at least intrinsically more valuable than a later factory-built bike, as it gives you a direct connection to one of the most clever, charismatic and competent all-round motorcycle competition riders of the Fifties... none other than 'Mr Gold Star' himself – Captain Eddie Dow.





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DOUG POLEN

Dominating World Super Bike

Unlike many of today's stars, Doug Polen was a late starter, but he went on to become an AMA Superbike Champion, a two-time World Endurance Champion and a two-time World Super Bike Champion. His 1991 World Super Bike title remains the most dominant performance in the history of the series. Norm DeWitt tells his story.

Words: Norm DeWitt **Photographs:** Norm DeWitt, HRC, Ducati and Mark Wernham Collection – part of Mortons Archive.

Born in 1960, Doug Polen's first exposure to motorcycling was on his father's elderly Yamaha 80, as Doug explains: "In 1963 my Dad got a Yamaha YG80 and rode us on it when we were kids. He wasn't going to let me ride it until I could hold it up on my own. It took me until a month before I turned 13, when I could ride that motorcycle. I burned a line riding around our yard in New York. Doug was another of the successful Americans who learned to ride on the dirt. "You get to understand what a motorcycle does. You learn those things a lot easier when the thing moves around a lot.

"The dealership where I'd worked as a mechanic since I was about 15 years old, Denton Suzuki, changed hands. The new owner was Danny Spencer, Freddie's older brother. That was how I got introduced to road

racing, they took me out on some demo bikes to watch a road race where DFW airport is now, and that was really cool.

"I thought 'I can do that stuff, I can beat half those guys.' I built my GS550 Suzuki; it was a really cool deal, my first race bike. I raced it in 1977 for the first time at Oak Hill Raceway, had problems and finished dead last. So, I bought a 1976 model RD400 Yamaha out of the Freddie Spencer stable that his Dad Fred Snr had built for him. I rode it in seven classes, seven races in a weekend and at one club race I won all seven."

Being in the Spencer circle of influence had its benefits. "Freddie was the up and coming man. One of Freddie's superbikes he rode at Daytona in 1979 came right out of our dealership. It was nice to be tied in to the dealership and watch all that happen."

By 1982 Freddie Spencer was off to Grand Prix. Back in Austin at the Aqua Festival road races that year Doug had a bad crash. It was a Texas version of racing on the roads, as Doug explains: "They closed a park area, closed off the road and set up a course using part of a parking lot. It had one of those turning concrete medians in the middle of the road.

"We got tangled up and one of those guys was a rider named Kevin Schwantz. Running his uncle's converted dirt tracker he got tied up with the rider next to me, who then fired off into me and put me into the centre median.

"That was enough of going for the three dollar trophy. I was fast as a rider but didn't have any money to race outside of Texas and get that image into the public's eye, but in 1986 it all came back into play."

FIRST BREAK

The introduction of the new GSXR 750 came at the end of 1985 and there was a GSXR National Cup series that paid substantial contingency money. "There was good money and that was a reason that I did it," confirms Doug. "All the money I won in 1986 paid for my racing. It was going to get me exposure and then I could garner my ultimate wages down the line when the sponsorships came into play."

Scott Russell was also coming onto the scene. Dog again: "I really showed Scott

and he followed my pattern. He was a kid out of Atlanta getting into the racing scene. There was no rivalry between us; it was the opposite of that. Down the line it was Kawasaki against Ducati... a racing rivalry. It was good for his image and I wanted to win no matter who it was, where Scott wanted to win because it was me. I think then he came around to my mindset where he wanted to win... no matter who it was." Scott Russell confirms: "Doug was the guy to beat, for sure. Everybody wanted to beat him; nobody

else had dominated like that. I didn't beat him until 1988."

Kosar entered the scene in 1987 with the GSXR 750 Suzuki Superbike. Doug got fourth in Superbike points with two podiums. "Richard Kosar had some funding from his family. In the 600 Supersport class, I was sponsored from Honda. They brought in a dozen new Hurricanes and I got one of their bikes." Doug almost swept the entire series, winning all but one race, claiming his first AMA Championship.



Sharing the rostrum at San Marino in 1991, a victorious Doug Polen gets the champagne open first ahead of Robbie Phillis, Kawasaki, and fellow Ducati rider Davide Tardozzi.



YOSHIMURA RIDE

For the following season Doug signed with Yoshimura to ride the factory Suzukis in Superbike, 600 Supersport, and the new 750 Supersport class. Fujio Yoshimura explains: "He was a champion for the Suzuki Cup. I was in Japan at the time and he talked to Don Sakakura and Nabe and signed the contract for Superbike. Definitely he had the talent. He had lots of mechanical knowledge of the motorcycle, he knew what was happening at the racing level and could figure things out."

Doug continues: "Watanabe (Nabe) ran the show at Yoshimura, and he knew what I was riding in 1987, I was riding with CV carburetors and they had factory 40mm roller sliding carbs. I used basically the same bike as Kevin's from 1987, in 1988. The first

time on that thing, I did well (second at Daytona to Kevin, who had the new model). I finished second for the season as well, that was good."

It was a strong debut for Doug with the team and a good send-off for Kevin to 500cc Grand Prix. In 1988, Doug won with the Superbike at Loudon, Road America, and Sears Point, and only missed the AMA Superbike title by four points to Bubba Shobert on the factory Honda. Third in Superbike was Doug Chandler.

Doug also defended his 600 Supersport title on the Suzuki. "It was a Katana, a Yoshimura Katana. It wasn't very competitive, but doing the K591 development Dunlops for it all added up to me being able to win the title with it."

Doug also won the new 750 Supersport class title by three points over Scott Russell, having won five of the nine races including Daytona. Doug had come very close to sweeping the three Championships in AMA road racing, but then he was off to Japan for 1989.

Doug explains: "It was Fujio Yoshimura, they were having issues with their Japanese results. So, I signed off on my AMA licence and transferred my nationality over to Japan. The game plan was to win championships for two years and get Yoshimura Japan back on the map again. It was the first time that any racer had won two class championships in the same year in Japan (F1 750cc and F3 400cc titles). And then on top of that, it was a foreign rider that did that."



FIRST WSB WIN

There was a one-off race at Sugo on the factory Suzuki World Superbike, and that race put Doug on the international stage. "I qualified on pole, we had top level stuff. I won the first race because we had quality rain tyres from Michelin, and Fujio did a lot of work on the Superbike setup. He spent a lot of time with the dyno at the shop in Japan.

The second race was combination wet and dry, and I was back and forth between third or fourth and saw the performance of the Ducatis. Doing one fast lap in qualifying with special tyres, I've got that covered. But for the race, they were on Michelins as well, and the Ducati was a really good motorcycle. In the end it was Falappa in third, me in fourth." It left a big impression and it wasn't long before Doug and Ducati would be forever linked.

Yoshimura had an entire year to develop a bike for that World Superbike round as Fujio confirms: "Suzuki produced a limited version of the GSXR 750 for the World Super Bike series with 40mm CV carburettors. We knew

World Superbike was coming to Sugo and we had to use the CV carburettor."

Surprisingly, it wasn't Doug's first experience with World Super Bike. "We were doing the Match Race series over in England in 1988, the first ever round of the World Super Bike Series was also there at Donington. I had qualified on pole but then we found we weren't legal, so we withdrew. We didn't have the right carburettors; we had ones that made 20 bhp more than the CV carbs. But, up until then, we were actually qualified first." The following year was looking to be more of the same, but for misfortune in

testing. "There was something that delayed that happening a bit in February 1990, when I lost the toes on my left foot in a test at Willow Springs. I missed the first race in Japan, and I wasn't able to do Daytona.

"I showed up to the second race in Japan at Suzuka (F1 Championship), and I was able to pick back up where I left off. It was two months from the day since my accident to going out for the first practice session. People were saying 'what are you doing here?' I had even tried a heel-toe shifter. I found a way to make it work and qualified on the F1 pole. I ended up third on the season."

THE FOLLOWING YEAR WAS LOOKING TO BE MORE OF THE SAME, BUT FOR MISFORTUNE IN TESTING.



MOVING ON

There were good times and great successes at Yoshimura, but the next logical step for Doug was up to World Super Bike. The Ducati had made a big impression on Doug at Sugo. Also, Eraldo Ferracci had been at Sugo when Doug won the World Super Bike race on the Suzuki, a bike previously considered to be uncompetitive in that series.

Much of the credit was due to the limited production Suzuki and Fujio's tireless efforts to build it into a contender, but much of it was Doug as well. He reflects: "In the back of his head, Eraldo was thinking 'if I can get that guy on my stuff, we can do some business here.' Well, that deal came up at the end of 1990 after my Yoshimura contract was done, at a Superbike race at the Formula One circuit in Mexico City."

Doug had an unconventional line in the Peralta corner that is still talked about by

those that were there 25 years ago. Now it was going to be Doug on the Ferracci Ducati versus the Factory Ducati team. "Ferracci was like 'oh man, we've got to do this!' and then it was ON." Eraldo Ferracci explains: "First we did testing at Daytona. He set the track record before we went to Mexico City. We went to Mexico City and beat the factory Ducati team."

"Steve McLaughlin was the promoter and brought in the World SBK Ducati team of Raymond Roche and Giancarlo Falappa." Doug explains: "So, I was running the Ferracci bike against the factory that had just won the World Super Bike championship and just literally crushed them by 30 or 40 seconds in the race."

Eraldo takes up the story. "After Mexico we got back and did Daytona, but stretched the chain at the starting line by so much that

he had to park the bike. At that point I talked to the factory and they were impressed and asked us to come to Europe to do one race. So I shipped the bike over there and I freshened it up a little bit at the factory. I went to rent a mini-van and we went to Donington. We had some food that people in Bologna donated to me, a couple of cases of wine, the aqua minerale, me and one guy with me. This was a one-race deal, the first race in the World Championship." It was the first shot fired, as 1991 was to see the most dominant performance in World Superbike history as Doug destroyed the competition on the Ferracci Ducati.

Doug again: "The year that goes without saying... what didn't I win? When you looked out back at Donington Park, there were these 52' transporters side by side. You'd see this gap where there was no transporter, and



Left: Unmistakable Polen style, aboard the Castrol Honda at Misano in 1994.
Above: The sweet taste of victory on the Fast by Ferracci Ducati.

FACTORY DUCATI

Eraldo had his little corner of Ducati from which to ply his trade. The result – 17 wins in a race season – is unprecedented in any World Championship in motorsport history, and that's what Doug achieved in 1991. Added to that record, consider there were six double race wins, 13 fastest laps, seven straight wins and 10 poles.

Doug is still legendary for his ability to test and provide specific data to the tyre engineers and this talent paid dividends. Doug explains: "Dunlop – there were a couple of transporters full of tyres only for me. In 1991 there was me and one other rider on Dunlops, but he was on an OW-31 Yamaha... three seconds a lap slower... not competitive. So, I was the guy doing tyre development for Dunlop, I had all these different specs of tyres to test. I've been told that my feedback was unmatched and we were working on that all the time."

It was a stunning example of when every aspect of a team gels and the end result was overwhelming, as Eraldo confirms: "Doug did a superb job, at that time nobody was better than him. He was born with motorcycle talent, that guy was super. The stuff we were doing, the factory team wasn't even getting close to doing that kind of stuff."

Doug takes up the story again: "In 1992 my bike showed up in a crate at Daytona and Ferracci personally didn't have the time to go through the bike after it came from Italy. Spec-wise it wasn't what he wanted. Once he got into the bike he said 'this won't happen again, Doug.' The next race was Laguna, Ferracci had done his thing to it and I won. If I'd had that bike they put together for Laguna at Daytona, it wouldn't have been a contest. I would have won."

Scott Russell shares his side of the story: "At Daytona I had to beat him and I got him barely at the line. That was when I knew we were coming after him. I'd learned a lot racing with him; he always used his head, always in the right place at the right time. You didn't

know what he had up his sleeve, he was a real thinker. Jamie James, Sadowski... those guys were 'seat of the pants' riders. Doug was the first 'thinker-racer' I'd raced against and I learned from that."

In World Superbike things were a bit confused as opposed to the previous independent situation for Ferracci, as 500cc World Champion Franco Uncini was brought in to run the team overall while Ferracci still worked with Doug. He was teamed with Giancarlo Falappa. Doug reflects: "It was the same in 1992, only then we were on the factory team instead of not. What I was attempting to do was to win both championships, the AMA US Championship and World Super Bike Championship."

"It was a great opportunity; I didn't figure anybody would be able to do that again. There were two weekends that coincided, two races." Scott Russell again, "Yeah, well I stopped him from doing that, and it was awesome. We also did the first three World Super Bike events and did well, we knew we were going back. We won the AMA Superbike title that year, and it was pretty cool to be beating the World Superbike Champ. If you could beat Polen back in those days, you knew you had something." A highly confident Russell was the direct result of Daytona, and that played a significant role in how 1992 (and later years) turned out.

Doug again: "In 1991 I had won World Superbike by 150 points, I could have skipped both World Super Bike series weekends and run those two US races and I could have won the championship in both series." Doug had understandably focused on World Super Bike in 1991, and that had cost him the chance at the double given how quick Scott Russell had become on the Muzzy Kawasaki in 1992.

Missing a few US rounds, Doug got third in the USA Championship with wins at Laguna, Brainerd, and Mid-Ohio. Then there were some surprising issues with the Ducati team sponsor in World Superbike, Police sunglasses. "That

you'd go in there and it was this little beat up Renault van with the side crushed in, packed full of stuff that Ferracci had brought over from America. Guess what? None of that stuff seemed to matter when it came to the racetrack. We qualified on pole, won the first race, we were doing the business."

Eraldo takes up the story: "In the second race we broke a piston. We had a deal to win by between three and six seconds, no winning margin by 15 seconds or anything like that. No kind of runaway horse."

"When we got the van back to Bologna the boss (Castiglioni) said 'what do you think about running the World Championship, and forget about America for the time being. You can do America in your spare time. Everybody likes you; I can give you a little spot in the company where you can put in your shop.'"



turned out to be an issue in a lot of countries with a lot of people literally thinking it was the Police." The team got through it, and Doug came on strong at mid-season in the wake of the double win at Hockenheim. "Because I won the World Superbike Championship in 1991, guess what? A whole lot of teams for 1992 were running Dunlops. There ya go... our advantage got lightened up a little."

Despite no longer having the advantage of a personal tyre supplier, and combined with the distraction of the USA Superbike campaign, the World Superbike title was iced with a strong second half of the season and a winning performance in race one of the final event in New Zealand. Doug had won his second consecutive championship and decided it was time for some unfinished business, having finished second in the US Superbike Championship in 1988 and third in 1992.

Eraldo was also ready to come home for 1993. "I wanted to do my business in America so I said to the company, 'look, you pay Doug and you help me out and we are going to America and win the American Championship. The team of Polen-Ferracci returned home for a fully-fledged assault on the USA Superbike Championship."

It was total domination, with six wins in 10 races, Phoenix, Laguna, Charlotte, Road America, Road Atlanta, and Brainerd. Doug was the first Ducati AMA Superbike Champion. His personal mission had been accomplished. Doug explains: "The Castiglioni's had wanted sales to improve in America. They had won races, but had never won the US Superbike championship yet. It worked out well for them, Ducati sold every bike they brought in to the US, and it sold all their bikes for the whole year. It did what they wanted to do."

PASTURES NEW

So how did Doug end up on a Honda in WSBK for 1994? "I had raced against those guys in 89 and 90 and previous to that. I always figured that if I ever got the chance to be the number one factory rider at HRC, my career would be complete. One of my favourite guys of all time is Mick Doohan, a factory Honda guy through and through. That was my thought process at the time.

"I showed up in the big cafeteria at HRC at the factory. Naguma, who ran the show at HRC, was there and he told me 'I have been trying for three years to make this happen.' It filled that desire that I always had, it was the first year the factory was involved in World Super Bike. The earlier RC30 privateer customer bikes didn't count; HRC had never been directly involved in World Super Bike."

It was the first year for the RC45. It was problematic, having real problems with turn in and feel, to the point where a term used looking back was that the RC45 was 'a tremendous pooch' as Doug confirms: "I'm sure you've heard all sorts of stories, they learned a pretty big lesson. It was that a lot of

POLEN WAS TO TAKE HIS FIRST PODIUM WITH THE RC45 AT RACE TWO IN THE SECOND ROUND IN HOCKENHEIM

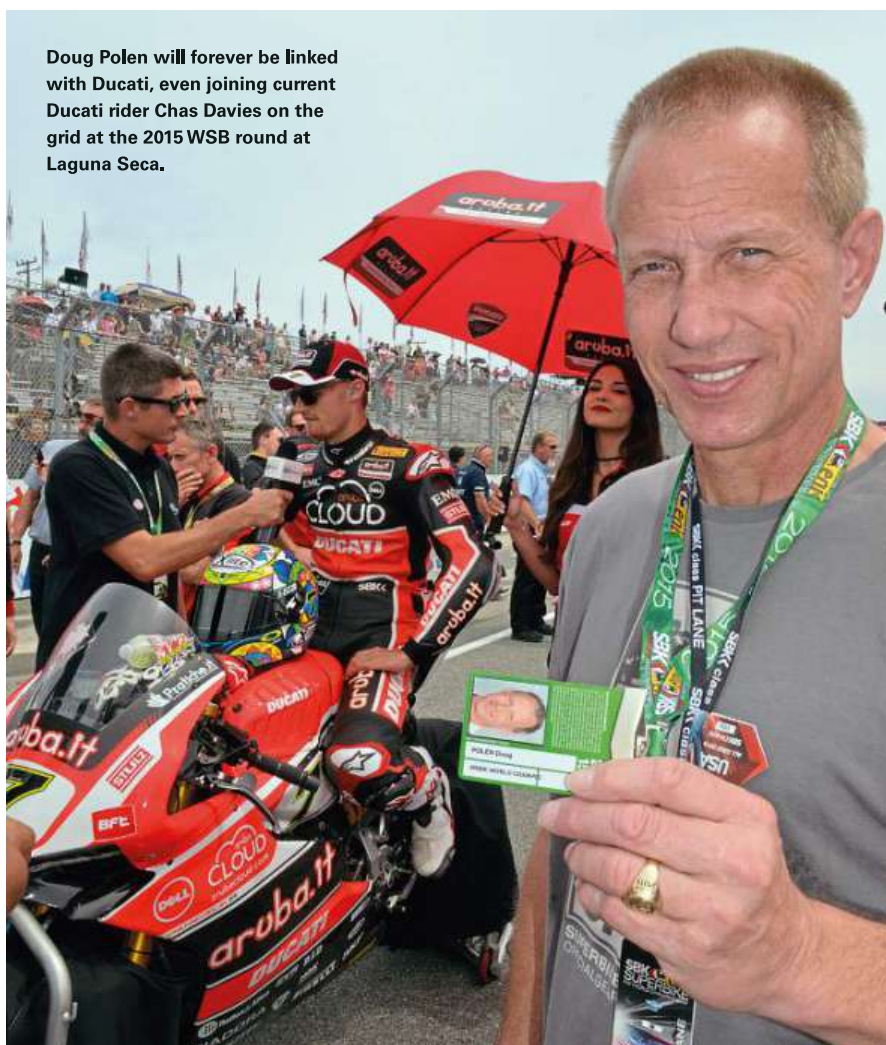


Doug Polen will forever be linked with Ducati, even joining current Ducati rider Chas Davies on the grid at the 2015 WSB round at Laguna Seca.

the stuff I was talking about with them, they realised after I had left in the first part of 1995.

"The whole thing wasn't going right development-wise. Trying a new model, you do the development prior to going out onto a world stage and racing. That thing should be sorted, and you tweak it for each individual race, you don't do a development programme at the races with the whole world watching. The list of things with the RC45 was way too long. They had it sorted out power-wise with the friction down engine; they got that sorted with having enough horsepower to do the job. With the RC-51 when it came out for the World Super Bike factory team, it had been being sorted out for years prior to that."

Doug was to take his first podium with the RC45 at race two in the second round in Hockenheim, but it flattered to deceive. Teammate Aaron Slight had taken two seconds in the first three races of the year, and actually led both Fogarty and Russell for a short time during the season. However, by the end of the season, Slight had finished third and Doug fourth. By early 1995, Doug had left HRC.





The factory Castrol Honda didn't prove an easy beast to tame.

RIDING SICK

What only Doug knew was that he was desperately ill. "Physically I had issues with an internal bleeding problem, upper GI, lower GI. This isn't something you let people know about, if you know what I mean. My wife didn't even know about it for a year or two.

"This started happening in the end of 1993 to where I knew about it. The internal bleeding started showing up in stools and it kept getting worse each year. It wasn't helping the situation with my riding, that's for sure. The main thing was being low on my red blood count caused problems, you just aren't able to carry the oxygen to the muscles like you need to and the mental part goes without saying. It got to the point where I was going to an ER room every week or two, just not to die. As the years went on, it just got worse and worse, and the doctors couldn't figure out what was going on, where it was coming from."

How in the hell does a rider find his path to World Endurance racing under such a circumstance? What made him think he could do this? "Yeah, exactly, how in the heck did you sort that out? I wanted to ride, number one. The Suzuki Endurance guys (SERT) gave me the opportunity and I jumped on that. I sorted out most of the situation of riding and dealing with that at the same time.

"They didn't know it, but it caused me to not be able to ride a good part of the race at Paul Ricard at the end of 1997. I was having those stabbing pains during the Bol D'or

24 Hours, we had three riders, but Peter Goddard and I were 10 seconds faster than our teammate. Peter and I decided between the two of us that it was just going to be he and I riding, but I told Peter during the race that I couldn't ride anymore and that I had something in my abdomen going on and it was killing me. And literally it was. But we won the World Championship by finishing on the box in that race. I shouldn't have physically been able to do what I did, but it worked out ok."

Doug then repeated the World Endurance championship in 1998 teamed with Christian Lavieille of France riding, of all things, a Honda RC45. "That bike I rode was the RC45 tweaked down 15 horsepower so it would last 24 hours. I told them, 'if you guys had this bike in 1994 when I started riding this RC45, I'd still be riding World Super Bike for Honda."

Somehow he still continued with racing. "At Suzuka for the 8 Hours in 2002 and 2003, I had to have a blood transfusion at that event right before the race, due to bleeding problems from the day before. In one year (2002) I had 85 units of blood transfused. At that point it seemed like I was just living in ERs, swallowing little pill-cameras taking photos through my system.

"They could never see anything; it was all just blood everywhere. Surgeries would have my intestines out looking for something. It took them all the way until almost 2004 when I had surgery done (to correct it). A

test had found the problem, a splenic artery in the middle of the tail of my pancreas. It had a 9mm hole in the side of the artery, an aneurysm. It would start bleeding when my heart rate and blood pressure went up and within 15 or 20 seconds I'd have severe pain and start vomiting blood. It would fill the entire upper GI system in another 15 seconds." The issue was finally found and today Doug's health issues are finally resolved.

For a number of years Doug ran a riding school, but it closed during the financial eruption of 2008. He was inducted into the AMA Hall of Fame in 2011, in 2012 it was the 25th SBK reunion at Monza and he was inducted into the World Super Bike Hall of Fame.

Doug is now on a new mission. "The whole idea for me is to pass on all the experience and knowledge I learned. I would like to coach some riders to get them to where they want to go. I have those capabilities."

Eraldo Ferracci reflects one last time: "In 1991 he never crashed one time. We never changed the fairing, we never changed anything. In Japan, a stone went into the windshield, which we replaced. Doug said, 'no, no, let's finish the championship with all the same parts.' So, we put the old windshield back on, we never changed a piece of the bodywork ever. Doug Polen, for me, was a natural talent, whatever you asked he could do it."

A NEW CONTENDER

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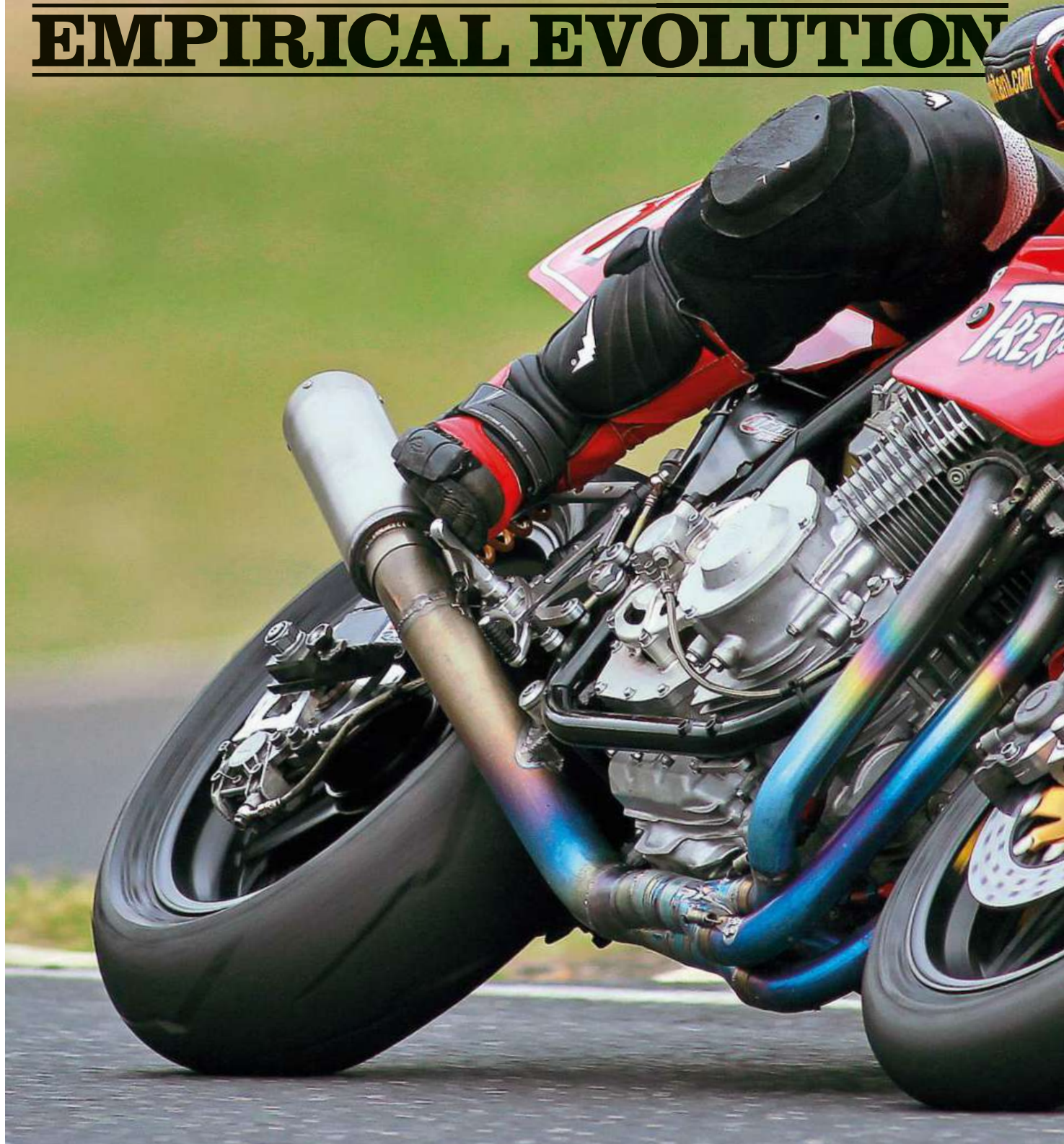


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TREX HONDA ^{CB1100R}

EMPIRICAL EVOLUTION





If any one person deserves credit for creating the ongoing Historic racing success story that is Australia's Post-Classic road racing category, it's T-Rex Racing Developments' affable proprietor Rex Wolfenden. Alan Cathcart tells the fascinating story.

Words: Alan Cathcart

Photographs: Stephen Piper

Since disposing of his suburban Melbourne K&W dealership 15 years ago, Rex Wolfenden has focused full-time on building and racing the machines that have set the pace at the sharp end. In Period 4 (1963-1972) competition, with bikes derived from Honda's eight-valve single-cam CB750-derived models, and more recently Period 5 (now 1973-1982) with 16-valve twin-cam hardware, the 63-year-old former motocrosser and Aussie Rules footballer has been a role model for others to imitate, and try to beat.

Rex Wolfenden is a rider-engineer who screws them together, then races them hard – a combination of talents that's rarer today than it was back in the day. Coming to road racing late, after a 10-year MX career racing mainly Maico and Kawasaki machinery at the highest level Down Under, then another decade building up his K&W Honda/Kawasaki dealership, Rex began racing on the hard stuff only in 1988 as a break from his more demanding second career as an Aussie Rules footballer.

"Footie came first for me till 1991," he says, "but by then the lap records had started falling and the wins began flowing on the bikes, so I concentrated on that. It was hard going racing on Sunday all bruised and battered after playing footie on Saturday – I've broken more bones and had more operations playing Aussie Rules football than I ever suffered riding in motocross, or on the bitumen!"

Choosing the CB750 Honda as his original tool to go racing with was a no-brainer, says Rex – especially with no ban on four-cylinder big bikes in pre-1973 racing Down Under, as there is in British classic racing to protect the homegrown twins and triples. "I wanted to race a make I sold, and Post-Classic racing with a Honda four was a good choice for the economics of it, because there were so many bikes out there to source parts from," he says. "Plus the rules permit quite a lot of development so long as you use period parts or replicas thereof, and that appealed to my engineering side. Also, it allowed me to race the bikes that were top of the heap when I was a kid, and we all like to take a walk down memory lane, and pretend we're younger



than we really are if we can get away with it!"

Indeed so, with Rex himself riding to the Australian Post-Classic Period 4 championship seven times in 11 years, often in close contention with any one of the 10 clones of his original CB750-based road racer he was persuaded to build for chums and customers once he started sweeping up the big-bore Post-Classic honours on his own bike in the early Nineties.

The common sight of a trio of K&W Hondas locking handlebars as they battled over the top three finishing positions in a Post-Classic shootout became a modern reminder of the way it was for Aussie audiences, recreating the crowd-pleasing spectacle delivered by the ancestors of today's Superbikes – a class in which the Wolfenden family has a keen interest.

Rex's brother Clyde was for many years the Honda Australia Superbike team manager, the man running the rider factory that churned out the likes of Troy Corser, Anthony Gobert, Kirk McCarthy and many others, making them Aussie Superbike champions in successive seasons on Hondas, before they sought fame and fortune overseas – with other marques.

The advent of the Period 5 class saw Rex take up the challenge of competing with the stars of the past sucked into helping create what is undoubtedly one of the most thrilling spectacles in road racing today.

"In Period 4 I pretty much dominated, but I probably went to Period 5 a bit late," he says. "You had the likes of Robbie Phillis and a number of other really class acts come through on those bikes who were a bit harder to beat! I've never been at the level of a Robbie or a Malcolm Campbell as a rider, but I've kept my end up OK and had fun, which is the most important thing."

More to the point, reducing his emphasis on riding in favour of workshop time meant more chance to develop the delectable deluge of perfectly prepared Post-Classic racers that have flowed from his spacious and immaculately presented Melbourne workshop, under the T-Rex Racing Developments banner.

"When I sold my dealership to focus on Post-Classic, a few senior members in the trade pulled my leg, saying that I was mucking about with dinosaurs!" says Rex. "They called me Tyrannosaurus Rex, so I shortened it off to

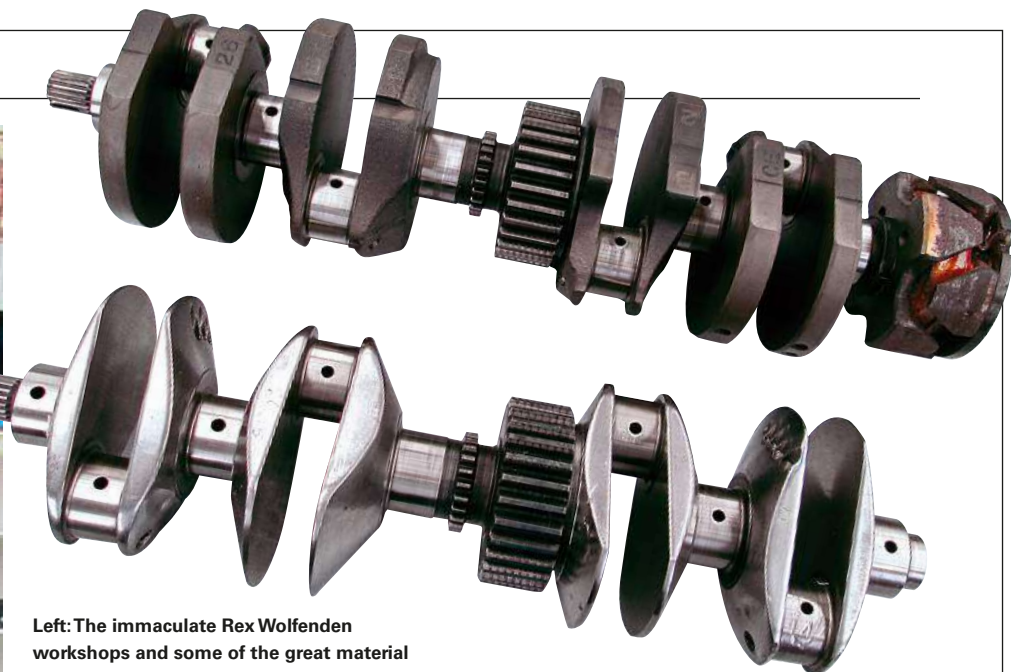
T-Rex – it's been quite catchy, actually!"

As the performance stakes have risen so dramatically of late in P5, with reputed 180 bhp Suzuki Katanas and XR69TT F1 racers powered by lightning fast dragstrip refugee motors, Wolfenden has been able to remain on the pace with his T-Rex Hondas in spite of giving away cubes and horsepower, by focusing on rideability and reliability.

Hence the creation of the Harris-framed Honda CB1100R racer sat in the pits ready for me to ride it at the annual Penrite Broadford Bike Bonanza, Australia's annual Easter extravaganza of motorcycling memories in six different disciplines of the sport.

The No.1 plate it proudly bore signalled this was the bike on which Michael Dibb had just won the Australian Post-Classic P5 title at the Barbagallo circuit in Western Australia, as well as dominating the Barry Sheene Festival of Speed at Sydney Motorsports Park, aka Eastern Creek, to those with longer memories.

Most recently, ex-500GP racer and British Superbike/Supersport star Paul Young took the T-Rex Honda to a trio of third-place rostrum finishes in the white heat of the 2015 Island



Left: The immaculate Rex Wolfenden workshops and some of the great material that comes out of them, like the before and after crankshaft and trick clutch assembly.



“MOST RECENTLY, EX-500GP RACER AND BRITISH SUPERBIKE/ SUPERSPORT STAR PAUL YOUNG TOOK THE T-REX HONDA TO A TRIO OF THIRD-PLACE ROSTRUM FINISHES”

Classic AUS/NZ/UK/USA Match races, after Dibb retired from racing for personal reasons. Quite an acceptable stand-in!

The CB1100R was Honda's first homologation special, a single-seat, fully faired sportbike of which just 4050 examples were built from 1981 to 1983, which was sufficient to meet requirements for it to be classed as a production motorcycle in the markets it was sold in, namely Europe, South Africa, Australia and New Zealand, but not the USA. There, the similar but unfaired CB1100F was available from 1982 through to 1984, also as a means of qualifying for AMA Superbike racing before the advent of the VF750 Interceptor.

In 1981 the CB1100R won the NZ Castrol Six Hours ridden by Aussies Malcolm Campbell and Mick Cole, and in 1982 CB1100Rs swept the first four places in the Australian equivalent race for Honda, with future 500GP World Champion Wayne Gardner teaming up with Wayne Clark to take the flag first. So this is a bike with serious sporting heritage – in spite of which Rex Wolfenden decided to replace the standard frame on the CB1100R he built and raced

himself in P5 events five years ago with a Harris chassis for the 2012 season.

“It's pretty tough at the front, and because I can only stretch the Honda's motor to 1156cc, I have to play catch up compared to the bigger Suzuki engines,” says Rex. “But weight is speed, and the one thing that the Harris frame offered was to cut the weight back considerably by 17 kilos over my CB1100R. That's a big saving, and it equates to about \$1000 per kilo when you start to count up.

“I've got five cast magnesium Dymag wheels that cost \$1600 each, and on the big components in the Harris I've used a lot of titanium, plus the fairing, seat, tank and everything are wafer-thin and as light as you like. So while I've revved the motor up a bit and got a little more power out of it, the extra speed and handling on the track is all a by-product of weight, and that comes from digging deep and ordering the Harris chassis.”

The resultant bike is pure eye candy, with the British-made chrome-moly frame essentially a modified Harris Magnum chassis

that Rex admits to modifying subtly on its arrival Down Under. “The frame technology was very good for over 30 years ago, but I moved the engine further forward slightly in the wheelbase,” he says. “Plus, under load the anti-squat was out by a fair way, so I not only repositioned the motor to carry a little more weight on the front wheel, I've also raised it up at the back to get the driven force on the back chain on and off the throttle millimetre perfect, which is very important.

“Also in that period, they did the same as on motocross bikes slightly earlier, and cantilevered the shocks by laying them down, which was probably a bit trendy at that time. But road racing suspension is all about quality of damping, not quantity of wheel movement, and it makes the springs and the dampers very hard to tune when you're getting a lot more travel and leverage on them. So I actually cut off the back of their brand new frame that didn't even have any undercoat on it, and got a complete 1:1 ratio by mounting the shocks in a more conventional place. It

TECHNICAL SPECIFICATION

T-Rex Honda

ENGINE: Air-cooled dohc 16-valve transverse in-line four-cylinder dry sump four-stroke with central chain camshaft drive

BORE X STROKE:

73 x 69 mm

CAPACITY: 1156cc

OUTPUT: 45 bhp at 9500rpm (at rear wheel)

COMPRESSION RATIO: 11:1

CARBURATION: 4x35mm Keihin CR

IGNITION: Electrex World self-generating digital CDI

GEARBOX: 5-speed close-ratio with Morse chain primary drive

CLUTCH: Multiplate RSC dry

FRAME: Chrome-moly tubular steel twin-loop double-cradle

SUSPENSION: Front: 41mm Showa cartridge telescopic forks.

Rear: Fabricated chrome-moly steel swingarm with 2 x Öhlins shocks

WHEELBASE: 1475mm

HEAD ANGLE/TRAIL:

24 degrees/100mm

WEIGHT/DISTRIBUTION:

160kg dry split

52/48% forwards

BRAKES:

Front: 2 x 310mm Suzuki steel discs with twin-piston AP calipers.

Rear: 1x230mm steel disc with twin-piston Brembo caliper

WHEELS/TYRES: Front:

120/60-17 Pirelli SC2 on 3.50in

Dymag cast magnesium wheel.

Rear: 180/60-17 Pirelli SC2 on 5.50 in. Dymag cast magnesium wheel

TOP SPEED: 273kph

(Phillip Island 2015)

YEAR OF CONSTRUCTION:

2012 to 1983 specification

OWNER: T-Rex Racing Developments, Heidelberg West, Victoria, Australia

runs just 100mm of rear wheel travel, but I've got total control out of the rear suspension."

Twin fully-adjustable Öhlins piggyback shocks deliver that control via the box section swingarm, matched to a stock 41mm Showa cartridge fork with T-Rex internals mounted in billet aluminium tripleclamps produced by brother Clyde Wolfenden's C&C Motorcycle Engineering concern, which was also responsible for the handlebars, footrests, assorted levers and other gorgeous metalwork on the bike.

The cast magnesium Dymag wheels shod for my test with Pirelli Supercorsa 2 slicks use oversize axles made from titanium, as is the swingarm pivot rod. C&C also made the replica front 310mm Suzuki XR69 steel discs gripped by the benchmark twin-piston AP-Lockheed calipers of the era, as well as the 230mm rear disc matched to a twin piston Brembo caliper.

The chassis geometry is adequately sporty even by modern standards, with the fork set at a 24° rake with 100mm of trail, though the wheelbase is a little rangy at 1475mm. The claimed 160kg dry weight – which is amazingly light by the standards of a two-wheel tractor such as this – is split 52/48% forwards thanks to Rex's frame mods, which didn't stop there.

"To Harris's credit the frame is very light compared to a street CB1100R Honda frame, as you'd expect being made out of chrome-moly," he says. "But it broke my heart to put a kilogram of metal on the chassis, because there were a couple of little flaws in the frame design where there was going to be a hinge in it. I took the hinge out, and I guarantee you it hasn't got one now, though it did cost me one kilo of weight! But the fuel tank is lovely and light, and the bodywork is just one sheet of Kevlar thick, which is very nice."

This gorgeous set of wheels looks muscular and mighty as well as pretty, thanks to the tuned motor that dominates the picture visually in producing a claimed 145 bhp at 9500 rpm, at the rear wheel. This uses CB1100R crankcases and a heavily modified stock crankshaft, which Rex has lightened by 2.5kg in knife-edging the webs to cut better through the oil in this wet-sump motor. This lightweight crank carries Carrillo conrods specially made for T-Rex by the Californian specialist, surmounted by forged modern



Alan Cathcart gets strict instructions from Rex before heading out on track.



Honda pistons from any one of a number of current models.

The engine has been bored out 3mm to deliver 73 x 69mm dimensions for a capacity of 1156cc. The re-ported, gas-flowed cylinder head with modified combustion chambers follows the RSC (Honda's racing division in the pre-HRC era) improvements in one of the bikes in Clyde Wolfenden's collection of historic Hondas. "My brother owns one of the last of the series of Honda TT Formula 1 bikes using this engine, so of course I've seen inside it, and you can't get better than RSC," enthuses Rex. "I've pretty much copied what they did in the factory cylinder head, which is to shut down the inlet ports a little bit, fit much bigger inlet valves, and use a traditional camshaft design with 9mm of lift. It all works well, just as Honda proved by winning the TT Formula 1 title with this engine."

Compared to the stock CB1100R motor, 1.5mm larger diameter inlet valves and 1mm bigger exhausts – two each per cylinder, of course – are fitted, locally made in stainless steel, and each fitted with just a single good quality American S&W valve spring. The five-speed close-ratio gearbox is a stock CB1100R item, matched to a hydraulically actuated replica of the factory RSC dry clutch copied directly from brother Clyde's works motor, and fitted with Ducati plates.

Ignition comes via a proprietary Electrex World self-generating digital CDI, and the 4-2-1 titanium exhaust and silencer were made in Britain to T-Rex specs and assembled in Australia, while in scaling just 2.5kg the titanium pipe is literally half the weight of the stainless steel one it replaced. The engine carries a quartet of 35mm Keihin CR carbs, and Rex admits to constantly experimenting with velocity stack lengths to optimise carburation. "I've tried all sorts of combinations," he says. "At the moment I have four all the same length on it, but sometimes I use two different lengths. Inlet tract lengths and velocity stack combos are all about getting it to carburete right and getting good linear power out of it."

"THE ENGINE HAS BEEN BORED OUT 3MM TO DELIVER 73 X 69MM DIMENSIONS FOR A CAPACITY OF 1156CC."

POST CLASSIC RACING

The most dramatically entertaining and closely-fought form of road racing today is neither the eight-make World Super Bike shootout, nor Honda's sealed-engine 600cc Moto2 World Championship for makers of chassis. Instead, it's the no-holds, fairing-rubbing, handlebar-clashing, Australian Historic class for air-cooled multi-cylinder monster bikes known Down Under as Post-Classic Period 5, and by the rest of us as Vintage Superbike.

The annual Island Classic clash each January between teams from the UK/USA/NZ/Australia mounted on such bikes, plus races for the class held at Phillip Island each year as support events to the World Superbike round in February and the Australian MotoGP in October, vividly demonstrate its appeal to visitors from other countries.

With 1982 as a cut-off year, Historic racing's big bike category – there's a 1300cc top limit to encourage tuners to go large on engine upgrades – recaptures the variety and thrills of Superbike's early days, when Honda, Kawasaki and Suzuki grappled with each other in a no-holds struggle for streetbike supremacy.

Against all these behemoths, the fire-breathing, air-cooled Irving Vincent 1300 pushrod V-twin might seem like a bike from another even more distant era rooted in the mists of time – except that the improbably fast home-brewed racer more than holds its

own against the frantic fours, providing the same fascinating crowd-pleasing standoff between two radically different types of motorcycle as the Ducati vs All Others World Super Bike scenario.

Just to make the ride down Memory Lane even more authentic, today's version of that spectacle sees many products of the Australian road racing rider factory Superbike racing has had a hand in rearing, returning to the scene of their crimes against spectators' nerves, with Rob Phillis, Wayne Gardner, Mal Campbell, Cameron Donald, Shawn Giles, Kiwi Richard Scott and comparative youngster Steve Martin among the stars of yesteryear as well as the talented crowd of today's riders of all ages in the Period Five class.

In keeping with the catch-all concept the 1980s Swann Series spectacles Down Under adopted in matching visiting European riders on 500cc GP racers and race-framed TT Formula 1 four-stroke behemoths against their Aussie and Kiwi rivals on Superbikes, 500GP racers and F750 two-strokes like the TZ750 and KR750, those same bikes today form part of a Post-Classic class. Campbell's pursuit on an RG500 Suzuki square-four stroker and eventual defeat of Honda CB1100 Superbike-mounted Gardner at the Island Classic one year was an ideal demonstration of the category's broad appeal. Long may it be so.



THE RIDE

The stock starter motor's been removed, so after firing it up on the rollers I made my way out to the pre-grid – where I discovered that neutral is absolutely impossible to find on the race-pattern one-up four-down gearchange. The only solution was to snick it on the move as I coasted to my slot on the grid.

There's a high 1800rpm idle speed, an old trick from the days before slipper clutches of combating any dreaded chatter on the overrun under engine braking. But off the mark the Honda has really crisp, zestful acceleration that borders on being explosive and sits slightly at odds with its otherwise pussycat nature – for this is an unexpectedly torquey 145bhp motorcycle that I can imagine must be great to ride in the rain or on a slippery track, conditions in which I very much doubt its 180bhp Suzuki rivals would be much at home, or even rideable at all. Rex Wolfenden

says he's extracted 180bhp rear wheel horsepower from this Honda engine, but only at the cost of a very aggressive power delivery, and a narrow, peaky powerband that severely impacted on rideability.

Instead, with 30-odd less horsepower – in which guise Paul Young was still trapped at 273kph down the Phillip Island front straight at this year's Island Classic – this is an extremely tractable bike to ride to 95% of its potential, forgiving and enjoyable until you start looking for that last 5%, when you need the skill and intelligence of a Dibb or a Young to extract it.

Sure, there's a wedge of extra power and speed further up the revband towards the 9500rpm redline, but the T-Rex Honda has such a linear build of power and such low down grunt that it's well suited to a tight, twisty track like Broadford.

It pulls hard but cleanly off the mark

without much clutch, and will drive easily out of a slow second-gear turn from 4500rpm upwards, giving what by early Eighties racing standards is a mile-wide five grand powerband. The handling is forgiving too, and the linear power delivery, crisp but clean throttle response, and Rex Wolfenden's optimised chassis setup to enhance on/off throttle behaviour, all combine to make it an easy bike to get back on the throttle while still leaned over exiting a turn.

The rear Pirelli SC2 slick just hooks up effortlessly in a way that made me forget I was riding a twin-shock historical artefact – for this seems a much more modern bike than it supposedly is in terms of handling and rideability. And when it does start to slide it does so super-controllably, the wide clip-on handlebars allowing me to correct it instantly so it doesn't get out of hand. Like I say, this



Left: Purposeful from every angle, the attention to detail on the T-Rex Honda is plain to see.

“REX WOLFENDEN SAYS HE’S ACTUALLY EXTRACTED 180BHP REAR WHEEL HORSEPOWER FROM THIS HONDA ENGINE”

would be a great bike to ride in the rain.

The broad screen is super-protective without affecting your ability to position the bike in a turn, which is sometimes the case with anything this wide. The Harris chassis steered much better than I remember Mick Grant’s genuine (not replica) factory XR69 Suzuki of the same era doing, so its design and Rex’s improvements have obviously delivered a good-handling package that was surprisingly adept at flicking from side to side through the Broadford Esses. I’m sure lifting up the rear a little as he did was a key factor in this.

The brakes weren’t brilliant, though – I’m used to such period stoppers on my 750SS Ducati, which has the same brake calipers as on the T-Rex Honda. But my desmo V-twin uses Brembo cast iron discs rather than the steel Suzuki copies on Rex’s bike, and the difference is really substantial. I’d been told

by Rex before I went out there were carbon pads in the front calipers, so I duly warmed them up by riding down the straights with my finger on the lever on my out lap. After that they gripped OK, but in a rather progressive fashion – there wasn’t the instant bite you get from a cast iron disc with those calipers. There are no reserves of stopping power on this bike, no extra braking in case someone cuts in front of you, or if you misjudge your speed just a little.

But that was the only slight criticism I had of what is a really great piece of empirical development, created by the man who’s rightly synonymous with Post-Classic racing Down Under. Flexible and forgiving, yet fast and improbably torquey, that wonderful motor is the star of the show, housed in a beautifully prepared motorcycle that almost looks too lovely to race. Some dinosaur!



PAUL YOUNG'S TAKE

Adelaide, South Australia-born Paul Young, 46, is yet another product of the mythical Australian rider factory that has produced so many notable names down the years.

After starting off his racing career aboard a modified Lambretta scooter, within five years Young had won the 1994 Aussie 250 Production title and was racing in the 1996 500cc World Championship on a privateer Harris-framed YZR500 Yamaha V4 two-stroke – and scoring points on it, too.

He then switched to the UK to race in the BSB series on Yamaha machinery, winning the privateer Superbike title and 2001 British 1000 Superstock championship on an R1 before joining the Triumph factory as a development technician and test rider.

At weekends Paul competed in the British Supersport championship on a 675 Daytona, gathering race victories for the British manufacturer before returning Down Under in 2013 for what he thought was an extended voyage of discovery around his homeland country. But that got cut short when he was persuaded to join the country's best-selling bike magazine AMCN as road test editor, since when he's rekindled his racing career in weekends off from the day job by racing a Kawasaki ZX-6R in the Australian Supersport series.

His introduction to the world of Post-Classic racing came with a guest ride on the T-Rex Honda CB1100R at the 2015 Island Classic last January, joining IoMTT ace Cameron Donald and former Australian Superbike champions Steve Martin and Shawn Giles as a member of the Australian team racing against visiting UK stars like Jeremy McWilliams and TT maestro John McGuinness. After crashing on someone else's oil in qualifying, Young then underlined his versatility by recording three third-place rostrum finishes over the weekend on his historic racing debut against such top line competition. Here's his take on the T-Rex Honda.

"Racing Rex Wolfenden's masterpiece of classic re-engineering was an education, even to someone with my broad spread of racing experience ranging from Lambretta scooters through to 500GP two-strokes and modern-day Superbikes. What shocked and educated me the most was how close to a modern bike this 30-something-year-old classic racer could feel – and perform for that matter. Far from being an underpowered, jelly-boned dinosaur that's conversely overpowered for its chassis, the T-Rex Honda is an accurate, agile and unbelievably rapid race bike.

"This 30-year-old motorcycle has a power to weight ratio similar to the best World Supersport machines, and rolls on the same Supersport race tyres I use on the Kawasaki ZX-6R I'm racing in the Australian Supersport series this year – hence this is the closest comparison I can make between this Post-Classic Period 5 racer and a modern bike.

"Aside from the five-speed gearbox, lower maximum engine speed and the high level of mechanical noise, the differences fundamental to race set-up come in the T-Rex Honda having a far more sudden power delivery, and its narrow five-inch rear rim being totally unsuitable for modern 190-section tyres made for the 5.50 rims used in Supersport racing. The combination of these last two things, resulting in a raw power delivery on too small a tyre contact patch, is the biggest hurdle to achieving even more incredible lap times than the bike is already capable of.

"Over the course of the 2015 AMCN Island Classic weekend I managed to make some personal contributions to the development of the bike, which shaved quite a bit of time off the Honda's previous best lap times. Fairly early on I had two major problems, firstly ground clearance, and secondly excessive movement and pumping in the rear. The rear

Pirelli Supercorsa tyre we used has a very soft sidewall, and when squeezed onto the narrow rim it has a muffin-top effect. This excessive tyre overhang initiates a pumping action in the rear of the bike. Higher tyre pressures helped overcome this, but stiffer springs on the Öhlins piggyback shocks were necessary to fully tame the rear end. The spring change and a 5mm rise in ride height front and rear, plus a bit of engine cover re-profiling, all but fixed the ground clearance problem too.

"The 1150cc T-Rex Honda has a capacity disadvantage over the 1300cc Suzukis and Yamahas that are now the weapons of choice for the International Challenge, and judging by the dyno numbers bandied around the paddock, it also has a power deficit of anywhere north of 20hp. But on the track this wasn't so evident, with the Honda's fastest speed trap reading of 273kph comparing well to the 278kph best for the weekend recorded by both McWilliams' FJ Yamaha-engined Harris F1 and Shawn Giles' Suzuki Katana.

"The chassis improvements found in the Honda over the weekend also had a significant influence on speed trap times; increasing by 9kph from Saturday to Sunday, due to higher mid-corner speed and harder acceleration off turn 12. The acceleration of the Honda is hugely impressive, even by modern standards, helped by the T-Rex Honda's light weight when compared to current production sportbikes. Rex Wolfenden has done a great job in developing this bike.

"I believe with further development in the directions we were headed, the T-Rex Honda could easily go below the 1m38.1s lap that was my quickest of the weekend. And considering it was one of the most enjoyable weekends of my entire racing career, I certainly hope I get granted another chance to prove that!"



Clyde and Rex Wolfenden have every right to look pleased with their work.

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WINNING DAYTONA

*From Unemployed to
Victory Lane in 100 Days*

Some of you might say you already know my story about winning the 1972 Daytona 200. About how me and a big pack of Yamaha 350 riders held back for the first half of that race like a swarm of buzzing bees, then swooped in at the end as one leader after another went to the sidelines with broken motors, chains and worn out tyres. Well, that's the quick read, but there is a little more to the story.

Words: Don Emde **Photographs:** Don Emde Collection

My desire to win the Daytona 200 didn't begin the day I arrived there in March of 1972. It went back a very long time. I grew up in the San Diego area of California and for whatever reason, there have been more Daytona 200 victories recorded by racers from San Diego than any other city in the world. Before I was even born, my father, Floyd Emde, had raced to victory there, and my win 24 years later was the 11th by riders either born in the San Diego area or living there at the time.

When I was growing up, my dad and mom had a motorcycle shop, so I got into the day-to-day motorcycle environment at a very early age. And it seemed like all the time people would be stopping by their shop to talk to my dad, or we'd be at one of the local races and he'd be talking to someone, and when that was over he'd say to me, "That was Ed Kretz, he won the first Daytona 200."

Then another time it might be: "That's Brad Andres, he won Daytona three times." So as I got a little older

and started to ride and race motorcycles, it was pretty well ingrained in my brain that winning Daytona was a big deal, and also if I was going to be 'anybody' in the San Diego area I better win that race someday.

Fast forward to 1971, I was now a member of the BSA factory team in America. I was obviously excited about finally getting to race in the Daytona 200, arguably the biggest single race in the world in those years. I was a bit disappointed to learn when I arrived there, however, that only Mike Hailwood and Dick Mann would have the newly revised Rob North frame BSA 750 triple called the Low Boy. Me and my other BSA team-mates, David Aldana and Jim Rice would be on the High Boy left over from 1970 (first generation Rob North frame geometry, taller and heavier).





Above: For many years on the day before the 200-mile race, a 100-mile race for 250cc GP-type machines was run. After winning my heat race in 1972, I was embroiled in a great battle for the lead with eventual race winner Dave Smith (20) and young Kenny Roberts until I leaned over a little too far at about this location on lap 10 and high-sided about 90 miles per hour. My shoulder was fortunately not broken in the crash.

I qualified fourth fastest for the race and finished third in my first Daytona 200, and this set a pattern of how my year went in 1971. I was third in a few other races, as well as other top five finishes and ended the year ranked third in road racing points behind Dick Mann and Kel Carruthers. That felt good, but not great and I wanted to do better.

Something that was cause for some positive thinking was Gary Nixon's win in the first segment of the Ontario 200-mile race at the last race of 1971. All year long I had finished ahead of Gary, who rode one of the Triumph Trident High Boys like my BSA. Then we got to Ontario and Doug Hele and the BSA/Triumph crew from England was there with a BSA Low Boy for John Cooper and they also brought along a new Low Boy Triumph for Gary to ride.

Suddenly it was the Nixon of old and he took the win in the first of two 100-mile races. Bad luck struck in the second segment though, when a lapped rider blew a motor in one of the fast sweepers and Nixon, Mann and a few others hit the oil and crashed. John Cooper got through however and scored a close win for BSA over Kel Carruthers. Despite Gary's crash, I could see how much of a difference there was between the two models. That said to me that I could do much better on a Low Boy model.

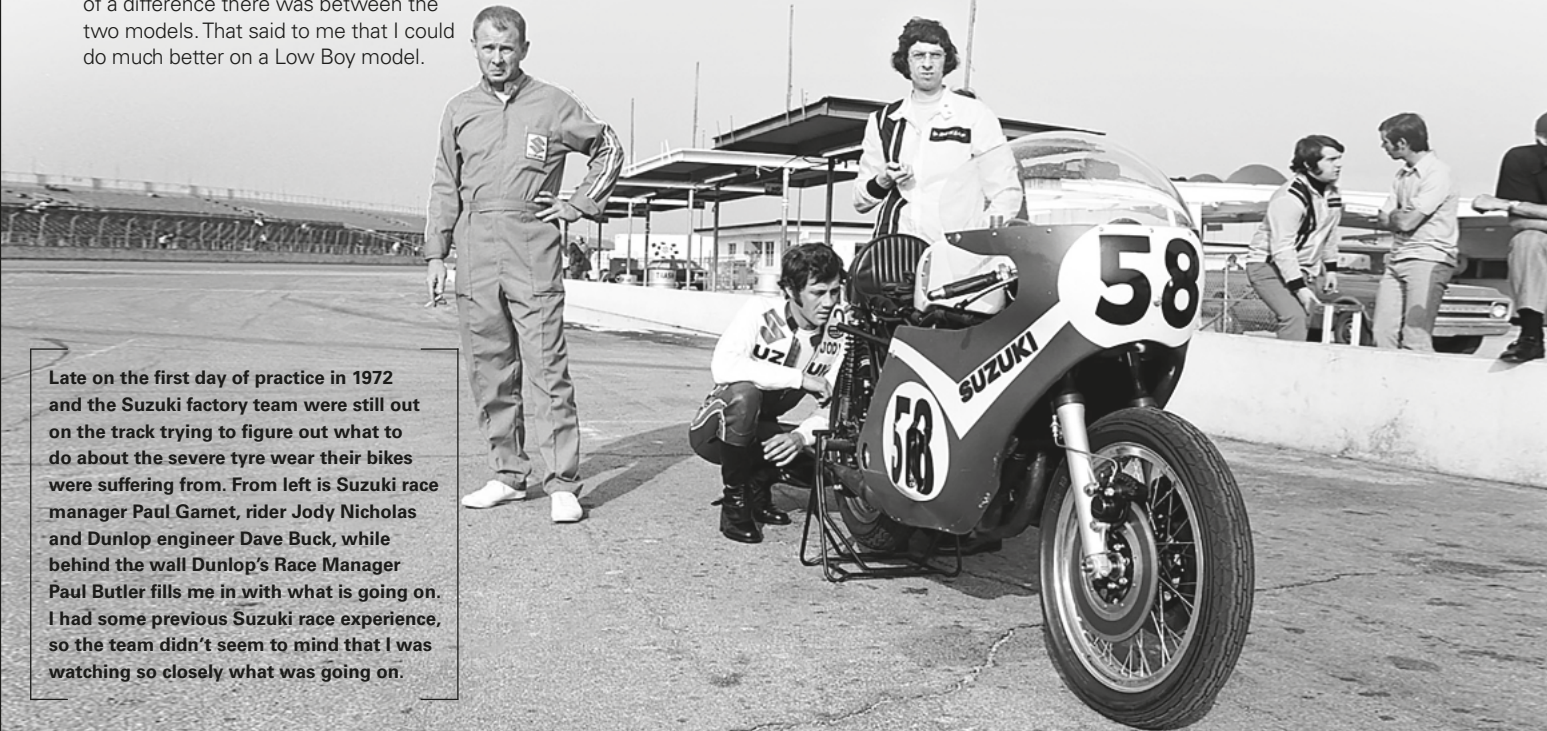
When the last race of the 1971 season was over at Ontario Speedway in October, team manager Danny Macias came over to me and said they were happy with how my rookie season had gone and they were planning to have the same team for 1972 (Dick Mann, David Aldana, Jim Rice and myself). He said a contract would be in the mail soon and he'd see me at Houston (that was where two Dirt Track Nationals were held at the Houston Astrodome to kick off the racing season).

Once I'd had a little time to relax and start thinking about 1972, one of my biggest hopes was that the next year I could ride one of the Rob North Low Boy triples like Dick Mann and John Cooper had ridden and won on. I didn't know what BSA had coming for 1972, but the changes from 1970-71 were pretty dramatic. I could only dream of how I'd do against the likes of Dick Mann, Cal Rayborn, Gary Nixon and the many other great and now-legendary racers of the day if I was on the latest BSA model.

I felt a lot of relief that the 1971 season was over. I finally had some time to think. It was so competitive in those years and with the full dirt track schedule we also ran, there really wasn't time to make many changes

or develop your programme as the races were happening. We had something like 20 National races (points paying events for the championship) and while on the road we'd stop and take in any dirt track races on our way, just to make money. In 1971 I probably ran 40-50 races.

I did a lot of daydreaming then, always thinking about certain racetracks, especially Daytona, and how I could go faster there. There came a point in the fall of 1971 that my daydreaming went a step farther and I was convinced that yes, I would win Daytona in 1972. I knew my time had arrived after all these years dating back to when I was a little kid. And the feeling wasn't just, "I think I can." I was sure "I will win."



Late on the first day of practice in 1972 and the Suzuki factory team were still out on the track trying to figure out what to do about the severe tyre wear their bikes were suffering from. From left is Suzuki race manager Paul Gamet, rider Jody Nicholas and Dunlop engineer Dave Buck, while behind the wall Dunlop's Race Manager Paul Butler fills me in with what is going on. I had some previous Suzuki race experience, so the team didn't seem to mind that I was watching so closely what was going on.



GETTING THE AXE

In late November my dad was building me a brand new BSA 750 dirt track bike, and my positive thoughts continued about how my road race programme would go. My family all got together on Thanksgiving Day, then the next morning I was loading my trail bike into my van and getting ready to head out to the desert for some camping and trail riding. A postman drove up to deliver a letter to me from Birmingham Small Arms Company. I knew exactly what it was, of course. It was my contract for 1972. What else would it be?

As expected, the letter was from Pete Colman, vice-president of Birmingham Small Arms Company in the United States. You can imagine my surprise however, when I noted there was no contract enclosed. So I started reading the letter, which began: "I would like to take this opportunity to congratulate you personally for your excellent racing performances during the 1971 season – and to tell you of our plans for 1972."

Next came an overview of BSA's plans to race through private entries and the stunning words: "As they say, 'nothing is forever...' and therefore I must inform you that our team efforts have been officially withdrawn, and you are now free to make your own arrangements for the 1972 season." Did I read that right? "Free to make your own arrangements?"

Despite what the team manager had told me a month earlier, there I was, 100 days from the 1972 Daytona 200 and suddenly with nothing to ride. So began the first of a number of challenges to test my confidence about winning the 1972 Daytona 200.

Plans for my trip to the desert were quickly cancelled and I got on the phone right away to see about any factory rides that might still be open. In the weeks to follow I wasn't having too much luck until I had a promising conversation with Harley-Davidson's race chief Dick O'Brien. He said if I was available for 1972 he'd like to talk, and he was coming soon to the west coast. We agreed to meet for dinner one night in Long Beach where he revealed that there was a strong chance that Cal Rayborn was going to sign with Suzuki.

He had suffered through a couple of really frustrating years with Harley's old Iron Head XR750 and wanted to ride to win. Harley's team consisted mostly of talented dirt track racers, but with one exception of improving pavement racer Mark Brelsford, Cal was the lone hope O'Brien had to win in road racing.

At the end of the dinner, Dick wrapped it up saying that if Cal went to Suzuki I would be on the Harley factory team. But he said he didn't have a budget for us both and if Cal stayed he couldn't make me a team rider, but would help with bikes for dirt track and even road racing if I needed it.

It turned out that the all-new alloy XR750 that Harley-Davidson had coming for 1972 was too interesting for Cal to leave now. He felt he owed O'Brien and Harley the chance to see how much better the new bike would be. So Cal stayed at Harley for 1972, although he did make the switch at the end of 1973 (and ultimately died in his first ride on a Suzuki in a non-championship race in New Zealand).

Another call I made was to Kel Carruthers,

Above: As a rookie rider in the 1971 Daytona 200, I was pretty happy with my 3rd place finish on the year-old High Boy Rob North Rocket III, but certainly wished the BSA race budget would have included a new Low Boy like my team-mate and race winner Dick Mann (4) and Trident rider Gene Romero (1) rode. It was one of the greatest days ever for the Birmingham Small Arms Company at Daytona, but no one in Victory Lane (especially me) would have envisioned what a different situation it would be a year later.

who had been spearheading Yamaha's road race efforts in the US the last couple of years. He let me know that Yamaha was putting a bigger road race team together, but was full up with the team riders all signed. But in our talk he let me know about the new six-speed Yamaha 350 TR3 that was coming for 1972 and he was confident it would be a competitive bike.

It was now becoming apparent that there were no openings for a factory-sponsored rider in the US for 1972 and I needed to put something together as a privateer. So my next call was to my former tuner/sponsor Mel Dinesen, a Yamaha dealer from Bakersfield, CA. I had raced for Mel in 1969 and 1970 and we did some big things, including winning the AFM #1 National title, as well as winning the 100-mile 250cc National race at Talladega, AL in 1970, beating Gary Nixon and Cal Rayborn.

Mel was immediately excited about having me ride for him again. He had one rider arranged to ride in the Amateur ranks in 1972, but he would order one of the new six-speed models for me to ride in the Nationals. He also had Motorcycle Weekly publication on board to help sponsor some of his out-of-pocket costs.

Being busy putting things together for a month or so, I hadn't thought a lot about Daytona for a while. But soon that burning feeling returned, that things were falling in to place for me to win the race, especially after talking to Kel about the improvements to the new TR3.

He was pretty sure that the new 750cc Suzuki and Kawasaki two-strokes that would be making their debut at Daytona would need to make two pit stops for gas and tyres, so that would cost them a lot of extra time in the race. And with the new six-speed transmission, I felt that was my 'Silver Bullet' that would allow me to keep up going around the banks. The new Yamaha 350 arrived from Japan in January and Mel wanted me to run an AFM club race at Willow Springs to break in the new bike. Everything went great there and I won the Open Class race against bikes up to 750cc. My confidence continued to build.

In March, Mel and I had arrived in Daytona Beach, along with his other rider, Jim Evans. The first day of Bike Week included registration, setting up in the garage area, tech inspection, and the first practice session that afternoon.

I made a stop at the Dunlop Tyre garage to see about getting tyres. Paul Butler from England was the Dunlop race manager at the time. I had got to know him well the previous year when I was a BSA factory rider and I pretty well expected that once a Dunlop sponsored rider, always a sponsored rider. But Paul had to give me the bad news that he only had a budget for the factory teams and as a privateer I would need to buy my tyres.

So the negotiations began and I finally let my confidence slip out about winning and I said: "How about this? If I win the race, Dunlop will



Above: My father, Floyd Emde, and I pose for a photo early in the week at Daytona Bike Week 1972. When I took the chequered flag first to win the Daytona 200-mile race, he and I became the first and still only father and son to have won that legendary race.

Below: Up to the 1972 Daytona 200, the race went off the starting line and straight out onto the banking and we ran the full NASCAR lap around the banking before going into the infield. After a disappointing qualifying session, I quickly made up about a dozen spots off the starting line. I was in about 12th place here as we got onto the auto racing portion of the track.



SERIOUS PROBLEM

My engine problem turned out to be a little more serious than just a common two-stroke piston seizure. It might sound impossible, but what had actually happened was the engine lost a piston circlip on the left cylinder.

Everyone at the time agreed the only way the motor could have stayed running was because of the high speed. If it had happened in the infield at 80 or 90 mph, the rear wheel would have immediately locked solid, but at 160+ it was gradual enough to keep the parts moving.

After the race when Mel pulled the motor down for the AMA inspection they could see the marks left by the circlip as the pressure augured it into the side of the piston and collapsed the ring. Then, apparently when I let the clutch back out, it spit the circlip out the exhaust pipe and restarted. I found after that I needed to slip the clutch a bit coming out of the tight turn one, but otherwise it ran great.

As I began my charge to get back to the front part of the pack, I noticed I was running with Phil Read, who would go on to win seven world road racing titles in his illustrious career. A member of the John Player Norton factory

team for Daytona that year, Phil had apparently had a bad start and was just getting into the flow of the race. So I tagged on with him and we began passing riders and had a nice battle back and forth for the next 90 or so miles.

As expected the big 750s started falling to the wayside, but most did not last long enough for the tyre problem to put them out. It was mostly ignition problems and other gremlins. A little before the halfway point I saw 22 and 25 on the big infield scoreboard. That meant that Phil and I were now running in the top five. At that point Suzuki's Art Baumann had led nine laps and was out.

Yvon Duhamel then led four laps for Kawasaki and when he went out Jody Nicholas put Suzuki back in the lead. He was up front for 14 laps but right at about the 100-mile mark his rear tyre let go. Fortunately it happened as he entered the infield and he avoided the devastating type of blowout on the banking that Barry Sheene would suffer a few years later. When Jody went out, Gary Fisher took the lead on a Yoshimura Honda 750, but his lead was short-lived when his oil tank broke.

The 350cc Yamahas were right on the edge of making 100 miles

on a tank of gas, so I came in on the 27th lap. My gas refuelling equipment was home-made by my dad. He had taken a metal trash can and adapted a lever and quick-fill dump spout which it worked great. He got me fuelled up with 6.4 gallons and back on the track in nine seconds.

Phil Read had stayed on the track when I went in and he took over the lead of the race when Fisher went out. Unfortunately for him, his Formula One style refuelling system did not operate as smoothly as my dad's trash can system. As I heard later, the connector did not clip solidly onto the tank and gas spilled all over him. I believe it also stalled the motor. Poor Phil lost about 45 seconds with his misfortune and I never saw him again in the race. He would finish fourth.

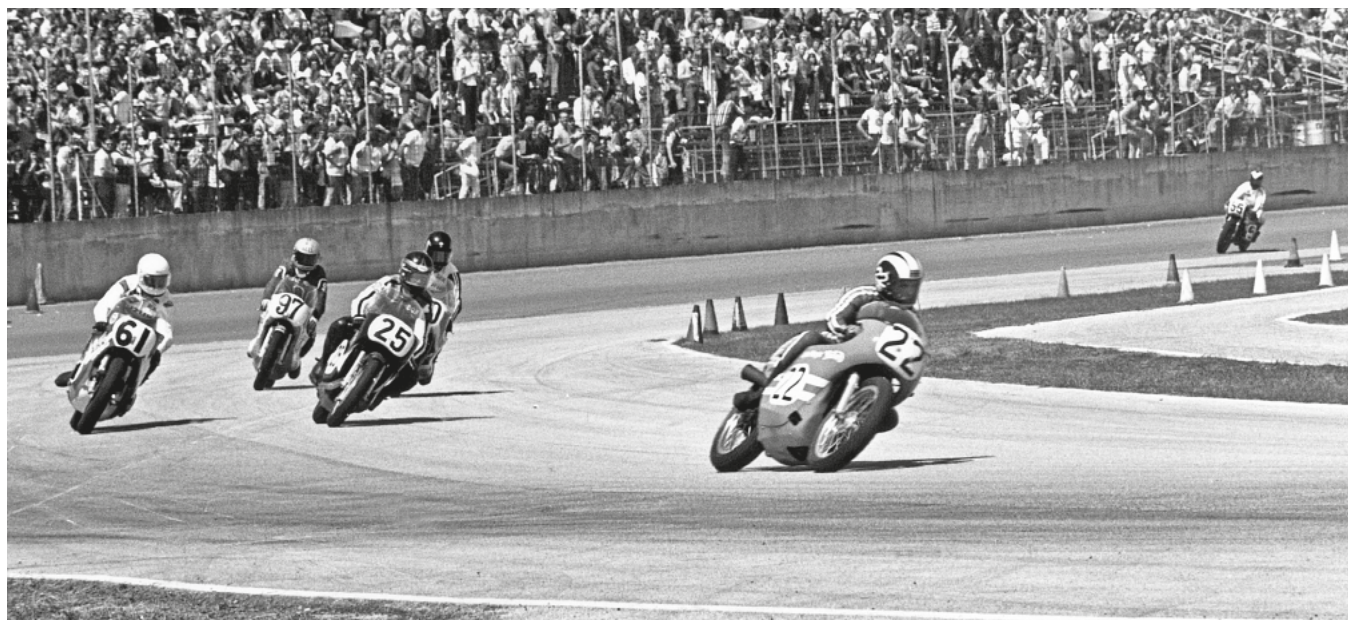
When I came out of the pits after my gas stop I saw rider 99 a little way up the track. That was Ray Hempstead, a good Yamaha privateer from Florida and we were now 1-2 in the big race. I was trying to cut into Ray's lead, but it was coming kind of slowly. Then as we entered the infield one lap I noticed my old BSA team-mate Dick Mann exiting the pits. He had apparently had some ignition

trouble on his 1971 BSA triple – the BSA/Triumph factory didn't actually cut their race programme off 100% after 1971. They kept their top guys for each brand: Mann on the BSA and Gene Romero on his 1971 Triumph.

Dick was inbetween Ray and me as we exited the infield that lap and suddenly his BSA was running great. So as we got on the banking, I pulled into his draft and on the back straight, he towed me right past Hempstead and into the lead. Thanks old friend. I owe you one!

Not long after taking the lead, rider 96 was being shown on the leader board. That was Geoff Perry from New Zealand and he was on a Suzuki 500cc twin. He was riding great and as I went past the start-finish line he drafted past and, I assumed, into the lead. As we went around turn one I didn't really have anything for Geoff and he pulled out a slight lead on me.

I kept my pace going, as Hempstead was not far behind, in fact I think we may have swapped our positions back and forth a few times right towards the end. Then, as we went through turn one beginning the 50th lap of the 53-lap race, I saw Geoff quickly pull off to the side. His chain had broken!



Above: Early in the race I connected with legendary Grand Prix star Phil Read who was riding a John Player Norton. Other riders seen are Ron Grant (61), Ron Pierce (97), Dave Smith (20) and Steve McLaughlin (55).

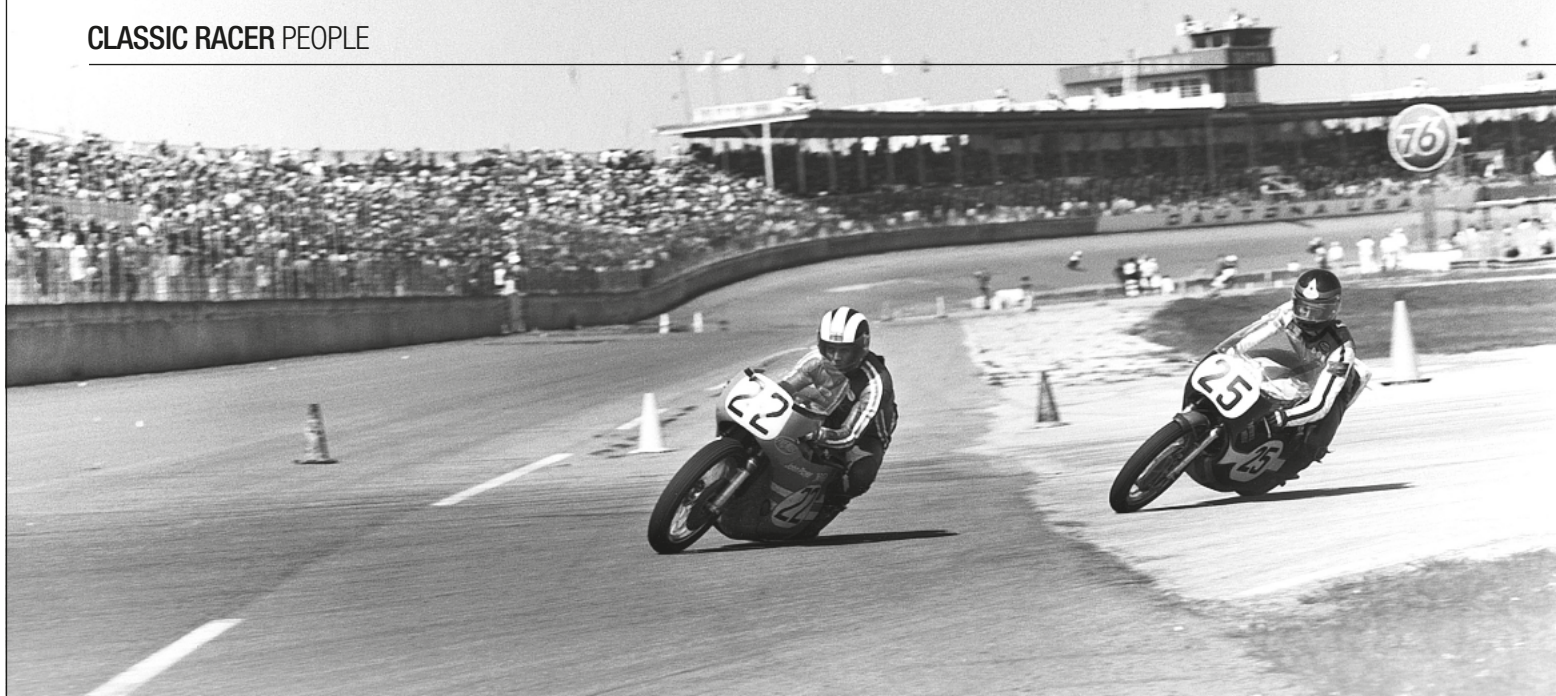
provide me tyres for the rest of the year." He agreed, probably thinking it wasn't a risky bet.

In the first practice session I found that I was having a lot more trouble staying with the 750cc Suzuki and Kawasaki machines than I was expecting. I figured they might have a few miles per hour advantage, but they were running over 175 mph, which was about 10-12 mph faster than my bike. That's 2-3 seconds a lap just on the banking at Daytona and even with my six-speed I couldn't stay in their draft.

However, no sooner was their speed difference sinking in than I heard people talking about how their tyres were shredding in just a few laps. It sounded doubtful that Dunlop or Goodyear had a tyre for them that would go the distance in the race.

As practice continued the next few days, things were breaking down into two groups, the big 750cc two-strokes that were ultra fast, but unlikely to finish... and the rest of us who came to run 200 miles. I must say it

wasn't easy to keep thinking I was going to win the race when you had seven or eight motorcycles on the track that you couldn't keep in sight. But I did. Somehow this was going to work out. I knew it.



BAD DAYS AND GOOD DAYS

Thursday of Bike Week in those years was for qualifying. My lap times had me running around 10th fastest all week, but Mel and I didn't get the gearing and jetting right that day – winds and atmospheric conditions are constantly changing there. I almost waved off my first qualifying run when I found I couldn't pull sixth gear, but thought it wouldn't hurt my lap time too bad. But it did. I went from 10th fastest in practice to a qualifying time that was 21st fastest!

The next day was a good day for me. I was also entered in the 250cc Lightweight GP class and we ran our heat races that day. I ended up taking the win ahead of new Yamaha factory rider Kenny Roberts. He wasn't the king yet, more of a prince, but he was fast and I felt good beating him out.

Above: Phil Read and I stayed together all the way to the mid-point of the race. A botched pit stop cost Phil added time and he dropped back to a 4th place finish.

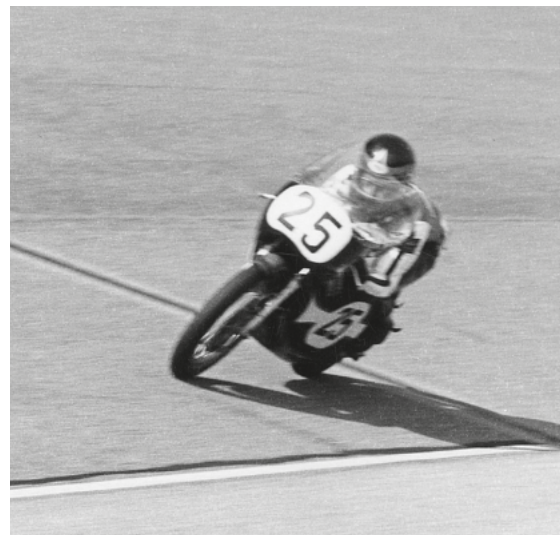
Below left: Making history; Don Emde gave Yamaha their first Daytona 200 victory.

Below right: Late in the race, I led fellow Yamaha 350 rider Ray Hempstead who would finish in 2nd place.

Then on Saturday we raced the 100-mile Lightweight GP final. It was pretty much a Yamaha affair, and I had Kenny, Kel Carruthers, Gary Fisher, Dave Smith and many other top road racers to race with. We all had pretty identical Yamaha TD3s, which made for some good racing. In the race I was in a good battle for the lead with Roberts, Fisher and Smith.

We went back and forth a few times until the 10th lap when I leaned my bike over in Turn One a little farther than normal. The left exhaust pipe grounded out, lifted the rear wheel and launched me over the high side at about 90 miles an hour. I landed on my head and right shoulder. While my first instinct was to try to get back on the bike, I soon realised that I might have broken something and I sat back down. Next thing I knew they were loading me into the ambulance and I was off to the nearby Halifax hospital for x-rays. I remember looking up at the ceiling of the ambulance wondering how was I going to win the race on Sunday if I was in the hospital?

It turned out that I had not broken anything, but my right shoulder was swelling up fast. My parents drove me back over to the track and I wanted to see how it felt to sit on the bike. While I couldn't move my right arm





Above: In Victory Lane I am interviewed by race announcer Roxy Rockwood.

Below right: My Daytona 200 victory in 1972 was the first-ever for Yamaha, beginning a streak of 13 consecutive wins for Yamaha. It was also the first-ever win by a two-stroke and at 350cc, it was the smallest engine size to ever win the 200 against a field of motorcycles up to 750cc.

outward very easily, I was able to sit on the bike and reach forward to the handlebars. I told Mel to have the bike ready to go Sunday morning.

My dad stayed at the track to help Mel while my mom drove me back to the hotel. I just soaked in a hot bath mixed with Epsom Salt all that afternoon. I felt that was the only way I could keep the muscles in my shoulder loose enough so I could race on Sunday. In my mind the win that was in my head all these months was still on. After all the setbacks I had since getting the axe from BSA, I didn't think there were too many more things that could get in the way.



INCORRECT REPORTING

The news reports from the race all printed that Geoff had been the leader until his chain broke. I had no way of knowing if he was or not, the leader board said he was. What I learned a week later from the AMA was that despite what the scoreboard was showing at the track, the final scoring check showed that Geoff had started the race late due to a fouled spark plug.

He had missed the first 2.5-mile lap around the banking and joined the race when the pack came around to begin lap 2. So instead of passing me, he was actually only unlapping himself when he went by me and I was later credited for leading 10 laps of the race instead of three.

Because of this mix-up, the Daytona 200 forever after started with the field going straight into the infield, instead of one lap around the 2.5-mile oval. They realised that Geoff Perry actually had no way of making up only his 2.5-mile deficit once the field came around to complete lap one.

I was somewhat shocked by what I thought was sudden good fortune and rode as hard as I could to keep Ray behind me. He was a fast and smooth rider and I knew I would have a battle on my hands. Finally, we got to the last lap and everything went great through the infield. I remember when I exited the infield I now had done everything I could do myself. It was now up to the bike to be as fast as his one more time. This was, by the way, before any chicanes were installed at Daytona. So it was 2.5 miles wide open to the chequered flag. I was just along for the ride at that point at 163-miles an hour.

I took the flag about five or so bike lengths ahead of Hempstead. Another Yamaha rider

Dave Smith, came in third, which gave Yamaha not only its first-ever Daytona 200 victory, but did it with a 1-2-3 sweep. There were some other milestones recorded, like my Yamaha being the first two-stroke to win the Daytona 200, and, at 350cc, the smallest motor to ever win the 200.

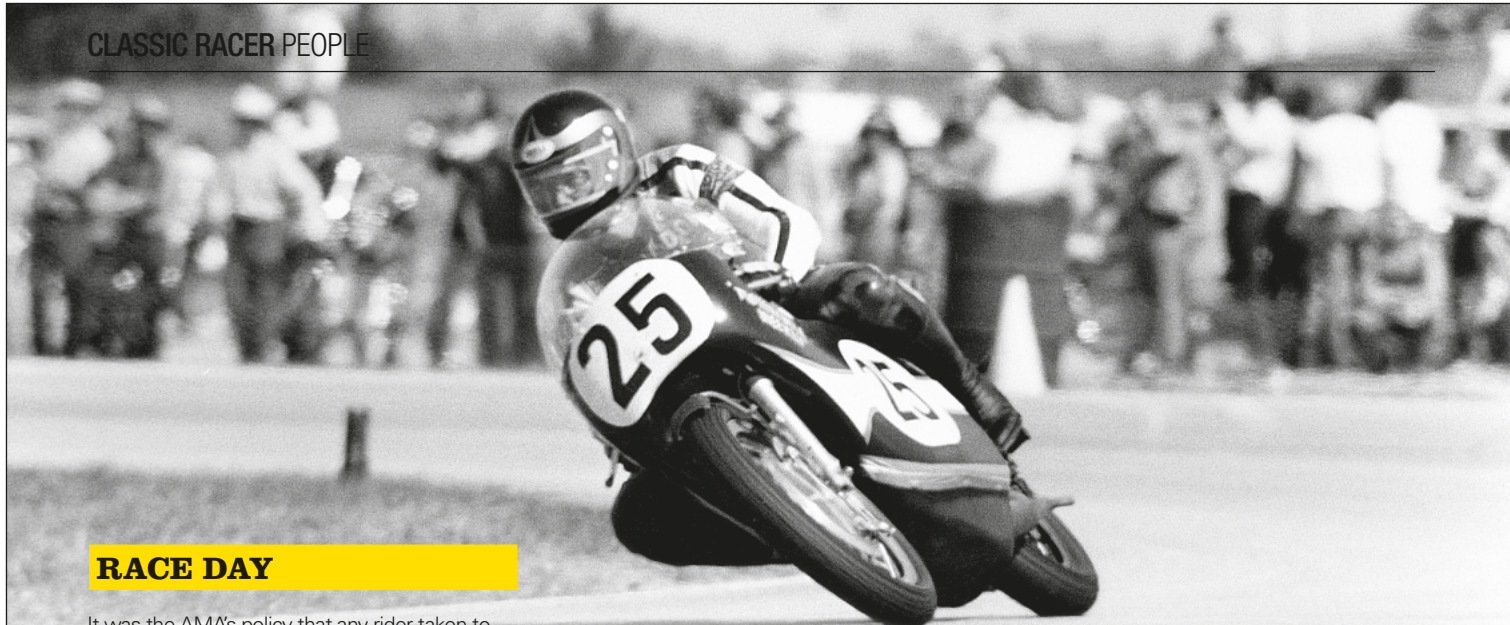
The biggest milestone for me and my family, though, was becoming the first father and son to both be Daytona 200 winners. My father was there, of course, as was my mother, Florence, sister Nancy, and brother David.

Later, after we had a chance to sit and talk about things, I learned that I wasn't the only one who was confident about my victory. My mom showed me some cash she won up in one of the industry VIP suites after making some bets on me against the field. And speaking of bets, not long after I got home from Daytona, Mel Dinesen called me and said a whole truckload of Dunlop race tyres got delivered to his shop. Paul Butler had come through on the bet he and I made.

I won lot of races in my racing career, big and small. But only three times did I ever get that feeling in advance, that I knew I would win a race. And they were the three biggest races I won in my career: an Amateur Dirt Track National in Oklahoma in 1970, the 100-Mile 250cc Final at Talladega, also in 1970... and the 1972 Daytona 200.

I think that taught me to listen to my inner voice and trust that I would make good decisions. And I have to credit my dad for instilling in me that my biggest goal in racing was very possible, I just needed to overcome any obstacles that would prevent me from achieving it. He was right.





RACE DAY

It was the AMA's policy that any rider taken to the hospital after a crash had their racing licence pulled, so Sunday morning I first needed to go to the infield hospital to get checked out by a doctor. The outward stiffness was still there and painful to have him moving my shoulder around, but I had good grip and he cleared me to race.

I was still stiff and sore for sure, and the morning practice session would tell us a lot about how competitive I would be. Since the life of the little 350cc Yamaha was uncertain there was no need to ride the whole session. I went just a few laps and got a good lap or two in to test my shoulder, then headed to the pits and I was ready to race. And ready to win.

All of the other races had been run and it was down to the final event of Bike Week 1972. There was a lot of tension in the air. I remembered well the tragic crash the year before when I saw fellow-rookie rider Rusty

Bradley suffer fatal injuries when he crashed going in turn one on the first lap.

Over at the Suzuki garage they had a big drama going on with their severe tyre wear problem. They started the week with Dunlop, but the company advised Suzuki they could not in good conscience allow the riders to gamble on making them last for 200 miles (and no, nobody had thought of changing tyres during the race yet). At the last minute, Goodyear arrived with a special, and untested, batch of tyres. Suzuki decided to give them a go rather than pull out of the race. As for me, I still felt good about my chances, even with a stiff shoulder. It hurt, but I didn't think it would slow me down.

When it came time to race, I lined up on the fifth row. This would be my worst starting

position of any race since I started racing at the National level. But all that concern was wiped out after the start. When the green flag fell I got a great start and my Yamaha quickly moved past a couple of rows of riders.

The 1972 Daytona 200 would be the last race at Daytona where the field would go off the line and make a full lap around the 2.5-mile oval before heading into the infield. By the time the field got to the banking on what is known as NASCAR Turn 1 I had gone from my 21st starting position to 10th, which was about where I had expected to qualify.

The first few laps were pretty uneventful. On the banking I could see a small pack of riders pulling away from the group I was in. It was expected that the Suzuki and Kawasaki two-strokes would be fast at the start, and one of each went to the front with Art Baumann and Yvon Duhamel. There were also some Honda 750 four-strokes with Yoshimura lineage up there with Gary Fisher and Roger Reiman.

I thought things would now settle down and that I was in a great position to move up to the front when the 750s started to drop out. But on the third lap, the most surprising thing I could have imagined happened. It was actually my bike that began to falter.

I first noticed a slightly different exhaust note and the tachometer began to lose a few revs. I took to the bottom lane in case I needed to pull off and for a while it kept running. But eventually I could feel the stress in the motor and the revs were falling. Finally, I had to pull in the clutch and I was now coasting dead-engine at 150+ mph with the pit entrance coming into view.

At that moment, which seemed like minutes flying by, I had to make a decision. Other bikes were now speeding past me on the right as I headed towards the pits. But as I approached, my inner voice just said: "If you go in, you're not going to win the race." Quickly I thought, what could it hurt if I tried to get it running? So I leaned the bike to the right, aimed for the pad at the bottom of the track heading to the start-finish line and slowly let the clutch out.

At first, the rear wheel was locked, but in maybe a second or two it broke loose and the motor restarted. I quickly downshifted a few gears and everything felt okay. I was back in the race, although I had lost at least twenty or more positions.



Above: In Victory Lane, while runner-up Ray Hempstead looks pensive about his result, I am sharing some thoughts with my dad, my mechanic Mel Dinesen and Don Vesco who sponsored and tuned for 3rd place finisher Dave Smith.

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OLGA KEVELOS

British Motorcycling's Leading Lady

Sold at an auction in the Banbury area recently was a small but interesting lot comprised of an ACU-approved 'pudding basin' helmet and a number of trophies, medals and other motorcycling memorabilia. It was the last link to one of the most interesting women in British motorcycle sport through the 1950s and 60s – and she was obviously an interesting woman in many other respects as well.

Words: Bruce Cox **Photographs:** Mortons Archive

She eventually gave up motorcycle competition in 1970 and for 26 years she helped her younger brother Ray run his pub in the small South Northamptonshire village of King's Sutton, just three miles across the Oxfordshire border from Banbury. After Ray's death, the auction lot was made up of the mementoes that he had kept to remind him of his sister.

Right from when she was a middle-class wartime teenager, Olga Kevelos showed she was rather more adventurous than most of her fellow pupils at the exclusive King Edward VI High School for Girls in Edgbaston, Birmingham.

In 1943, when she was 19, she saw an advertisement in *The Times*, placed by the Department for War Transport, inviting

women to train for work on the canals. Quitting her job at the Royal Observatory, Olga spent the next two years as one of a number of all-female volunteer crews who manned barges carrying vital war materials along the Grand Union Canal between London and the Midlands.

She and her fellow crewmembers were nicknamed the 'Idle Women' after the initials IW on their badges. Officially, IW stood for Inland Waterways, but the traditional boat people alongside whom they worked were jealous of the newcomers and gave them the name, which stuck.

Left: Olga, right, pictured at Thruxton in 1962 with 500 Mile riding partner Pat Wise, left, and Pat's husband Les.

Below: Goodwood Day 1951 and Olga presses on aboard her Norton.





But Olga Kevelos later made it clear that life had been far from idle for this exceptional group of women. "It was hard work with no respite at all," she later remembered. "We worked an 18 to 20-hour day and nobody ever stopped." Nor did the 'Idle Women' receive the extra rations enjoyed by the more celebrated Land Girls. "We subsisted mainly on cocoa with condensed milk, bread and peanut butter," she recalled. "I was always hungry – all of the time."

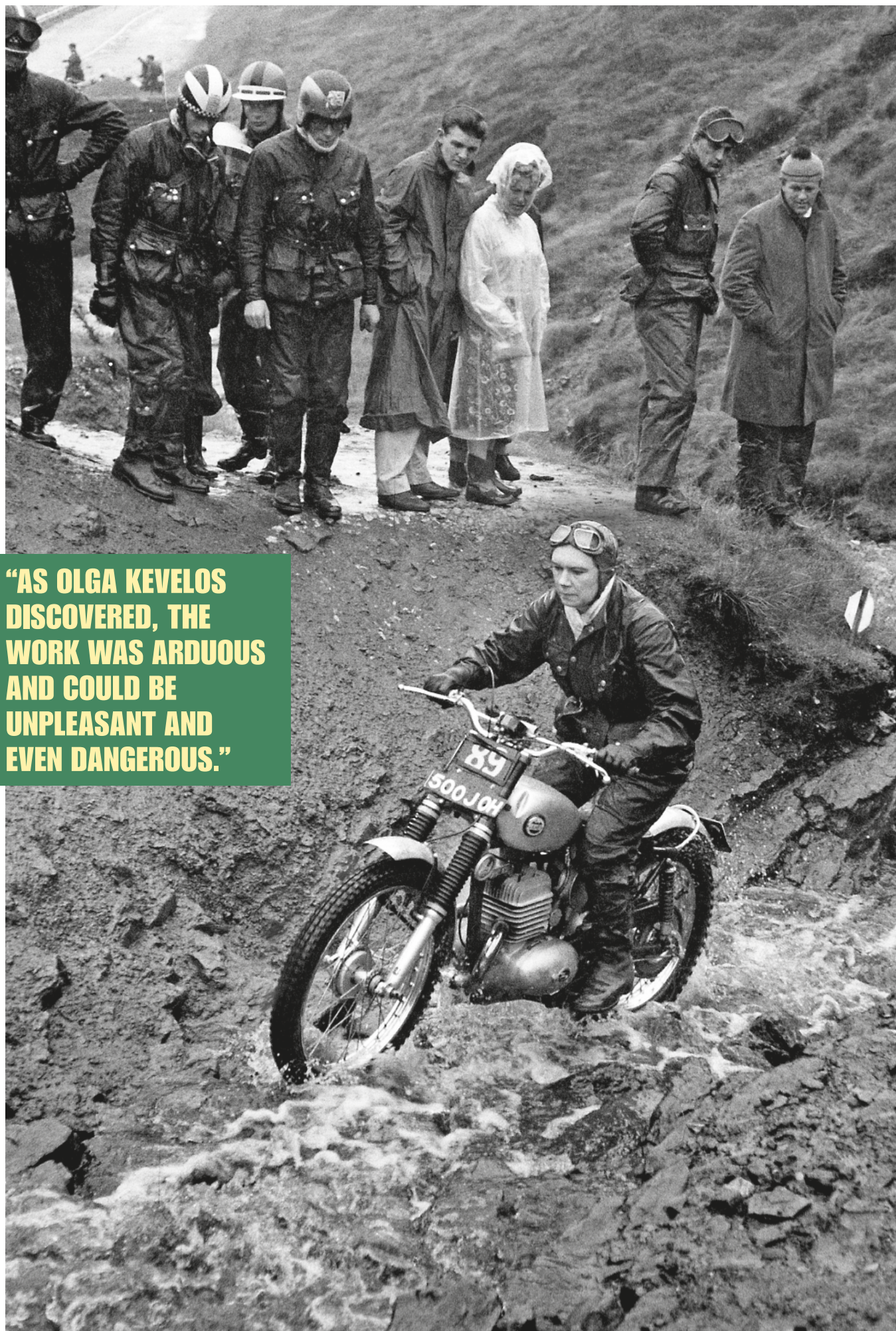
In all, some 45 women took charge of the canal boats, which were worked in pairs, with each pair crewed by three women. After initial training, the volunteers would take the helm of the 70-foot narrowboats, which were used for transporting Spitfire and other war machine parts from the London docks to Birmingham. On the return trip they would haul coal from Warwickshire to London. And after each three-week round trip, they would have the option of a week's unpaid leave.

As Olga discovered, the work was arduous and could be unpleasant and even dangerous. The cargo was often disguised, with weapons and even gold bars sometimes concealed amongst more innocent freight.

Top: James-mounted Olga is watched by, left to right, Jim Sandiford, Rob Hart, Bill Martin and Tony Davis.

Left: Comparing notes with Reg Armstrong ahead of the Hurst Cup Trial in 1953.

Right: A rather damp group of spectators watch Olga in the 1963 Clayton Trial.



**“AS OLGA KEVELOS
DISCOVERED, THE
WORK WAS ARDUOUS
AND COULD BE
UNPLEASANT AND
EVEN DANGEROUS.”**



Living conditions were rough, and the girls were often cold and wet, as well as hungry. The weather could be appalling, and their craft could often be icebound for days on end. For the daughter of a well-off middle-class family who would normally never have been allowed to go out to work, the war was a unique and highly unusual experience of heavy and prolonged manual labour.

Olga Valerie Kevelos was born at Edgbaston, Birmingham, on November 6, 1923, the daughter of a wealthy Greek financier and his English wife. From school she went on to study metallurgy and, with the country at war, worked for a time in the laboratories of William Mills, the manufacturer of the Mills bomb. Always passionate about astronomy, she was then lured to London by the offer of a job at the Royal Observatory at Greenwich. But enemy bombing forced the observatory's closure soon afterwards and she was evacuated along with other members of staff to the Admiralty offices in Bath.

When National Service for women began in 1943, Olga became one of the few who joined the waterways as a volunteer. No boating experience was called for, but applicants had to be "of robust constitution." After the war she was awarded a government grant to study French Medieval History for a year at the Cité University in Paris. Fit and strong after her wartime exertions, she recalled bicycling all over Paris and travelling extensively in other parts of Europe. "I was one of the first backpackers," she later noted.

Returning to Birmingham, Olga started her own travel agency, harnessing her new-found knowledge of Europe. She also helped her father and other members of the family run their Cherry Orchard restaurant in the city centre.

A boyfriend keen on motorcycle trials encouraged her to try the sport herself and, despite having received only a few basic lessons, Olga soon impressed with her natural aptitude. She was almost immediately offered a bike and support by the James Motorcycle Company and the following year (1948) she rode a little Villiers-engined two-stroke some 1000 miles from Birmingham to San Remo in Italy to take part in the International Six-Day Trial.

Crashing in the event left her with a broken wrist and ankle but, undaunted, she rode the bike for the whole of the 1000 miles back home with the broken limbs still in plaster!

In 1949 Olga went on to win the first of her two ISDT gold medals, riding a 500cc Norton in the International Six-Days Trials in Wales. Her second ISDT 'Gold' was won in 1953. She was also to ride with varying degrees of success in hundreds of observed trials, including every Scottish Six-Days Trial from 1950 until she finally retired from the sport two decades later in 1970. And she competed in every International Six-Day Trial from 1949 until 1966.



Left: Olga battles for grip as she climbs Craig-An-Elain in the 1955 Scottish Six Day Trial.

Above: Lew Ellis and Olga chat before the start of the 1956 Scottish Six Day.

During that time she won the backing of almost every major British motorcycle manufacturer involved in trials including Norton, James, Francis Barnett and DOT, and the Italian and Czech manufacturers Parilla and Jawa/CZ respectively. And she wasn't just adept at the balancing art. She had a need for speed as well and drove Norton and JAP-engined Cooper and Kieft 500cc Formula 3 racing cars, rode Manx Nortons at Silverstone and other circuits and an Ariel Arrow Sports 250cc twin in the 1962 Thruxton 500 Miles race.

After her ISDT rides with Jawa and CZ in the late Sixties, Olga forged close links with the then communist Czechoslovakia. Some

40 years later she retired from motorcycle competition and was invited to a Foreign Office reception to celebrate the new and democratic Czech Republic's accession to the European Union. The Prime Minister at that time was Tony Blair and he apparently spent some time discussing with Olga her views on Genghis Khan, a subject about which she had once answered questions on the well-known TV programme Mastermind!

"He [Blair] probably wanted a few tips on how to successfully invade other people's countries," she is said to have commented afterwards!

"AFTER HER ISDT RIDES WITH JAWA AND CZ IN THE LATE SIXTIES, OLGA FORGED CLOSE LINKS WITH THE THEN COMMUNIST CZECHOSLOVAKIA."



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Bruce Anstey working his magic on the Padgett's Yamaha.



FORMULA ONE

Michael Dunlop came out on top in a pulsating Formula One Classic TT contest with Bruce Anstey.

In a four-lap bout that pitched Dunlop's heavyweight 1200cc four-stroke Suzuki in a straight head-to-head with Anstey's lightweight 500cc Yamaha two-stroke, it was all decided by an unscheduled pit

stop to wire up a loose exhaust on the latter machine.

With one win apiece in the previous F1 Classic TTs, there was little to choose between two of road racing's biggest names on machines that were top of their game in their respective eras.

The extra capacity and superior tyres make Steve Wheatman's XR69 replica,

ridden by Dunlop, a better package than in the early 1980s when campaigned by Graeme Crosby and Mick Grant. But there's no doubt that Clive Padgett's ex-factory 500 YZR of a decade later has superior speed and agility in Anstey's hands.

Ryan Farquhar led by a solitary second from Dunlop at Glen Helen on lap one, followed by Peter Hickman, Dean Harrison



BENNETTS CLASSIC TT ISLE OF MAN

August 28–31 2015

Now in its third year, the Classic TT is firmly established as one of the world's greatest classic festivals. John Watterson reports on some red-hot racing on the TT Mountain Circuit.

Words: John Watterson **Photographs:** Peter Faragher and John Watterson

and James Hillier. Steady away, Anstey was down the order a little in seventh.

William Dunlop was already a retirement on the Team National Motorcycle Museum Norton, his third early bath in what was a miserable week for him. He didn't even get far in the Norton Rotary parade lap. His younger sibling had powered into a 0.169 second lead over Farquhar's Team Winfield

Yamaha at Ballaugh, the latter clocking 173mph on Sulby Straight.

Harrison had muscled his way into the lead at Ramsey Hairpin – where 1.3 seconds covered the first five – but his race on the Steelcote Solutions 750 Kawasaki ended with retirement on the Mountain Mile.

Anstey leapt from third at Ramsey to first in Douglas, completing the opening circuit

in a record time of 18min 13.707sec – averaging 124.190mph. He had eight 10ths of a second in hand over Dunlop, with Farquhar another 2.1s down on the big four-stroke Yamaha. Hickman, Hillier, David Johnson, Gary Johnson, Lee Johnston and Jamie Coward all lapped in excess of 121mph.

Anstey reached Ramsey Hairpin 15

Main: The eyes have it! The concentration on James Hillier's face says it all.

Right: Kiwis can fly – Bruce Anstey attacks Ballacrye at full chat.

Far right: In typical all-action style Michael Dunlop leads David Johnson over the crest approaching Kate's Cottage.

FORMULA ONE

seconds faster on lap two than he did on the opener, so there was much speculation as to what his lap would be this time. Incredibly, it was 126.261mph, the first sub-18 minute lap in the short history of the Classic TT.

The Valvoline Racing by Padgett's Motorcycles Yamaha was absolutely flying and the lead at half-distance was 12 seconds over Dunlop, who himself had lapped at very nearly 125mph. Farquhar was safely settled in third ahead of Hillier and Australian David Johnson on the Team York Suzuki.

Michael Rutter was lapping well on the beefed-up 1200cc version of the Ducati his father Tony raced in the 1980s, averaging an impressive 119mph.

Anstey, who almost lost control of the 500 Yamaha as he braked heavily entering the pit lane, lost time as cable ties were fastened to the YZR's seat unit. Dunlop also had a long stop, the Team Classic Suzuki camp changing the rear wheel and struggling briefly with the filler cap, but he had nevertheless moved ahead of the Kiwi on corrected timing. That was confirmed at Glen Helen, where the Ulsterman was one second clear. Hickman had retired the Mistral Kawasaki at the 33rd Milestone, elevating Hillier up to fourth and Davy Johnson fifth.

Dunlop had got the message and was really pushing the pace. At Ramsey he was three seconds ahead of Anstey, but the latter

rocketed up the mountain and was back in front by 0.96 of a second at the Bungalow.

Then, sensationally, Anstey was black-flagged for a loose exhaust and he had to pit for emergency work on the left-side hanger.

The Padgett's team did wonders under pressure, but more than one full minute was lost.

At Ballaugh, with half a lap remaining, Dunlop had a 49s advantage over Farquhar, with Hillier third and Anstey fourth – a full 1min 08sec off the lead.

Dunlop was cruising, but Anstey had certainly not given up on a podium place. He rocketed past Hillier on the mountain climb and was a mere seven 10ths down on Farquhar with a mile-and-a-bit to go at Cronk-ny-Mona.

The nimble 500 was far superior to Farquhar's weighty 1200 on the twists and turns of the Nook and Governor's Bridge, enabling Anstey to grab the runner-up spot by 1.9 seconds at the chequered cloth.

Ballymoney man Dunlop rounded off a

“THE PADGETT’S TEAM DID WONDERS UNDER PRESSURE, BUT MORE THAN ONE FULL MINUTE WAS LOST.”



typically determined ride with a best lap of 125.050mph, his fastest on a classic machine, to seal a race record. "People didn't think I could go so quickly on this machine," he said. "Bruce's bike is a lot lighter than mine, but I said I would show them what I could do on the Suzuki."

"The boys did a good wheel change under pressure, it's a heavy bike to be playing around with, and the Dunlop tyres worked really well. We had a bit of an oil leak, but I'd got a message that I needed to go on the final lap so I pushed really hard to Glen Helen."

"I then got a board with P1 +54 so I knew things were pretty safe. If I had needed to go harder I was up for the fight. A big thanks to Steve and the team. To beat a GP bike round here is pretty awesome, what more can I say?"

Anstey admitted that the YZR had been a bit flat on power at the start, but had cleared itself once he had given it some throttle out of Quarter Bridge.

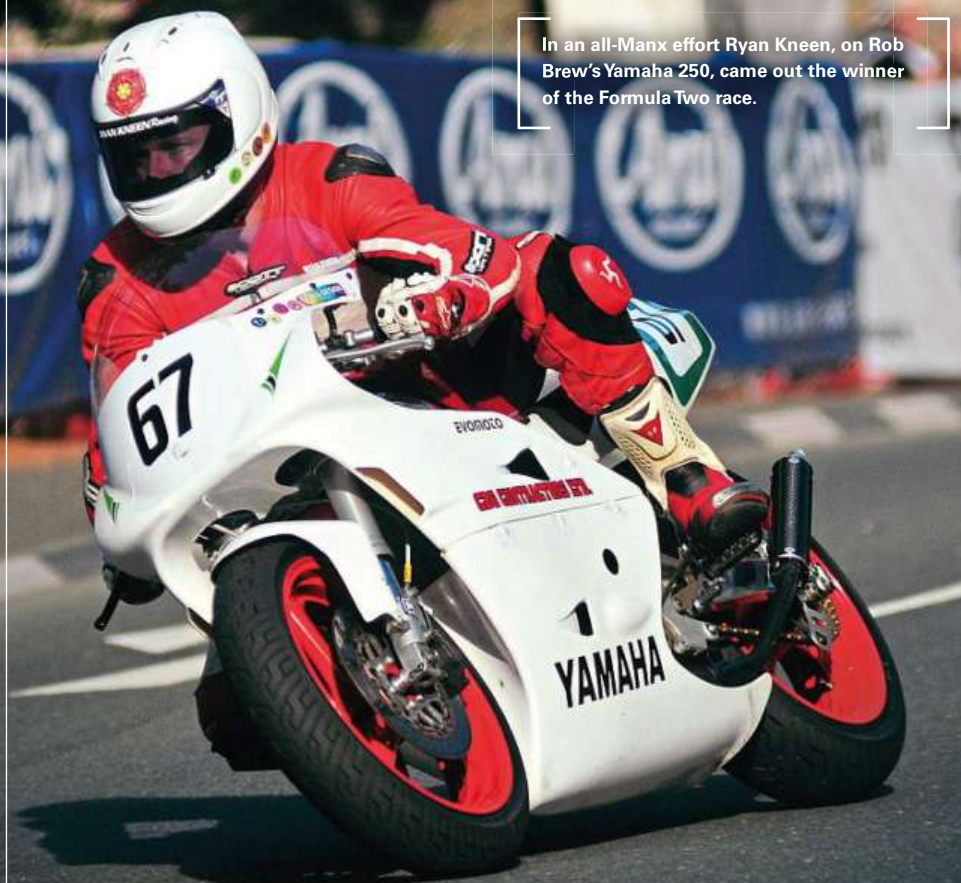
"I rode hard on lap two, but when I was

black flagged at the end of the third I thought it was race over. The team wired the exhaust up and I rode my heart out on the last lap. A piece of lock-wire held it all together – the bike was running beautifully."

Farquhar was happy to get on the podium after a few early issues. "The bike was working really well. I won the International Classic race on it at Phillip Island at the beginning of the year, but it's hard going wrestling it round here at that speed for four laps."

Hillier brought the Greenall Racing Kawasaki into fourth place only 5.8 seconds off the podium. David Johnson was fifth on the Team York Suzuki and Coward sixth on the Mistral Racing Kawasaki. The top 10 was completed by Johnston (Team Classic Suzuki), Gary Johnson (Yamaha), Dan Kneen (Padgett's OWO1) and Rutter on the resplendent big Redfox Grinta Ducati.

The leading privateer was South African Allan Venter on the Top Gun Racing Kawasaki in 14th place.



In an all-Manx effort Ryan Kneen, on Rob Brew's Yamaha 250, came out the winner of the Formula Two race.

FORMULA TWO

Ryan Kneen had the distinction of becoming the first Manx-born rider to win a Classic TT when establishing a race record in the Formula Two event.

Riding Rob Brew's 1992 V-twin Yamaha 4DP, in what was his first proper outing on a two-stroke, he went all-out to catch James Cowton on Pete Berwick's similar bike from a standing start.

Having assessed his charge's sector times in qualifying, Brew upped the Yamaha's gearing one tooth to give Kneen more speed on the fast run to Glen Helen. It worked and the lead was five seconds after nine miles, increasing to 11.6s at Ramsey Hairpin after getting ahead of Cowton on the road.

Twice winner of the Manx Grand Prix, Kneen produced a standing start record lap of 20min 04.539sec (112.763mph) to give him a 13.6s advantage over Cowton. Rhys Hardisty was a clear third on another Yamaha twin, in front of the leading 600, which was ridden by Shaun Anderson.

Ian Lougher, initially fourth on the Eddie Laycock and Gerry Lawlor-tuned LayLaw Yamaha, retired from seventh place at the end of the lap with a duff ignition.

Cowton put on a charge on lap two to retake Kneen on the road and up the lap record to 113.232mph with the F2 class's first sub-20 minute circuit. The lead was down to 9.7s going into the pits, but Kneen's stop was considerably slicker, enabling him to get back out on the road ahead of his main rival. Hardisty was still third in front of Chris Moore and David Hewson.

At Ramsey on lap three Kneen appeared to have the race in his control and he enjoyed a 16-second advantage heading down Bray Hill for the fourth time.

Kneen produced his best lap on the final circuit at 113.075mph to secure a winning advantage of 11.9 seconds and a record average for the race of 111.481mph.

Registering his first Mountain Course finish, Rhys Hardisty, whose father Charles died during the 1998 Production TT, produced an excellent ride to come home third on the EPS Motorcycles Yamaha. He was the leading privateer.

Moore and Hewson were next, with Shaun Anderson the best of the 600cc four-strokes in sixth on the Kawasaki.

500CC CLASSIC TT

You have to turn the clock back to 1972 for the last time two MVs finished on the podium in the Isle of Man. On that occasion it was a one-two for Giacomo Agostini and Alberto Paganini in what was to be the last appearance of the factory Agustas on the Mountain Course.

Four decades on, Dean Harrison and Lee Johnston rode the Kay family's Black Eagle Racing triples to first and third places in the 500cc Classic TT.

They were split by the Paton twin of Ian Lougher, who kicked himself for a second successive pit lane speeding penalty.

'Mint, I'm over the moon,' said ever-cheerful Yorkshireman Harrison at the finish, while the similarly chatty Ulsterman questioned why anyone would want to let a couple of 'muppets', like he and Dean, loose on an MV over the Mountain Course?

Both machines finished with identical oil leaks from the right-hand crankcase, but other than that they ran faultlessly.

Johnston stalled his triple seconds before the start, losing him a bit of time on the initial stretch to Glen Helen, where John McGuinness led by a solitary second from Ryan Farquhar on the other Winfield Paton.

Harrison was third, at another four seconds, followed by Lougher, Johnston and Michael Dunlop, who had likened the vibrations from his Molnar Manx Norton to that of a washing machine as he warmed the bike up on Glencrutchery Road.

His brother William was an early retirement on the Honda K4, along with Maria Costello on Peter Breugger's Paton at Appledene with a broken fuse.

The Patons of Lougher and Farquhar were quickest through the speed trap at Sulby Straight at 146.8 and 145.6mph respectively, but their races were almost over.

McGuinness pulled up at Parliament Square when the retaining bolts in the front disc loosened off and the disc started sawing into the fork leg. It was his third lap-one retirement in as many attempts at the Classic TT on the Paton. Farquhar's near-identical machine stopped a few yards later on Albert Road.

Harrison immediately jumped into a nine-second lead over Lougher at the Hairpin, with Johnston up to third at another four seconds. A standing start lap of 110.463mph gave Harrison an initial advantage of almost 16s over Lougher, with Johnston another 2.5s back in third. All three lapped in under 21 minutes.

Lougher went for an early splash and dash fuel stop, but for the second year in succession he was slapped with a 30-second penalty for exceeding the 60kph limit on the exit to pit lane.

This and the fuel stop combined dropped him to eighth place at Glen Helen on lap two.

Michael Dunlop moved up to third, 27s down on fellow countryman Johnston, with Danny Webb and Alan Oversby also benefiting from Lougher's error. Dan Cooper was dropping down the order and stopped one mile later at Cronk-y-Voddy.

Keith Amor, 12th, had stopped at the pits with fuel leaking out of the tank onto his

“HARRISON IMMEDIATELY JUMPED INTO A NINE-SECOND LEAD OVER LOUGHER AT THE HAIRPIN, WITH JOHNSTON UP TO THIRD AT ANOTHER FOUR SECONDS.”



Left: Dean Harrison, making a beautiful noise through Union Mills, on his way to victory.

Below left: Not so lucky Lougher picked up a speeding penalty for the second year, robbing him of victory.

Below right: Chris Swallow, on his way to a good fifth-place finish.

legs, but later said that he only continued for bike owner Tony Dunnell's sake as he wanted to get him a finish. Close behind, James Cowton, 14th, also stopped at the pits on the D&M Honda, but did not continue.

Dunlop was pushing hard on the four-valve Molnar Manx, but making no impression on the leading MVs at Ramsey. Harrison and Johnston both lapped in excess of 110mph on lap two and the gap between first and second was very nearly 18s at half-distance. But the MVs needed to stop for fuel, with Dunlop sailing straight down Glencrutchery Road on the less thirsty Norton to jump into a brief lead.

Harrison had regained a three-second advantage at Glen Helen on lap three, with Dunlop 14s up on Johnston. Lougher had already made his way back up to fourth.

Olie Linsdell retired the Royal Enfield from ninth place at the pits, while Mark Herbertson dropped out of 10th spot at Quarter Bridge. It was rapidly turning into another race of attrition, even at the top end of the field. Next to go was Alan Oversby in seventh, with clutch problems on the Davies Motorsport Honda.

With one lap to go Lougher was back up to second place, 25s down on Harrison and one fifth of a second in front of Dunlop, who was on a no-stop strategy with the Norton. Danny Webb stopped the second of Andy Molnar's bikes at the pits, to make it 29 retirements by three-quarters distance.

Johnston was back in front of Dunlop with half a lap to go, while leader Harrison was still holding Lougher at bay up ahead.

A light shower of rain swept in across the tops of the course, where Dunlop was reported as stopped at the end of the



Mountain Mile. It was the end of a gallant effort on the leading single.

Harrison powered down through Hillberry and Cronk-ny-Mona for the final time with plenty in hand. At the line he was 26.8s ahead of Lougher on corrected timing to claim his first 500cc Classic TT victory.

"I was a bit wary of the tyres to begin with," said the Bradfordian. "I saw both McGuinness and Farquhar stopped at Ramsey on the first lap. I caught Lougher on the climb. He re-passed me, but I got him back again before the end of the lap. I never saw him again.

"I was told at my pit stop that I had a 21 second lead. The bike never missed a beat. David and Mark Kay did a terrific job with it." He was unaware Lougher could possibly have won the race without the 30 second penalty.

Lougher was gutted with his repeat mistake. In 2014 he had made all the time back up to go on and win the race, but there was no such luck for the 52-year-old Welshman on this occasion. "I am really sorry for the Linsdell and Cabassi families, as I know how fantastic their preparation is. The bike was faultless. There are no pit lane limiters on these machines and I



thought I was slow out of the pits."

Lee Johnston, in third, also finished with oil on his boots, similar to team-mate Harrison. "I'm a bit of a poof when it comes to oil and I backed off," said the Ulsterman. "The bikes are hand-built, so you have to expect a bit of oil here and there."

Jamie Coward's Craven Norton was the first British single behind the three Italian multis, finishing a fraction over 10s in front of fellow Yorkshireman Chris Swallow on Dave Kenah's machine. Keith Amor's persistence paid off, enabling him to present Tony Dunnell with a top-six finish on his Manx.

The best privateer was serial Mountain Course finisher Dave Madsen-Mygdal in seventh spot on the Team Gimbert Honda four. Ivan Lintin's Classic TT debut resulted in eighth place on Brian Richards's Seeley, with veteran campaigner Wattie Brown making a welcome comeback in ninth on his Norton, the best privateer single.

Phil McGurk believes his 10th place may include the fastest lap by a BSA Gold Star to finish on the Mountain Course. He lapped at 99.056mph on David Hardman's Goldie on lap two.

350CC CLASSIC TT

Still a relatively new convert to classic racing, Michael Rutter recorded his first Classic TT win in the 350cc Junior race.

Riding Ian Garbutt's Ripley Land K4, he finished well clear of leading privateers Phil McGurk and Doug Snow in a somewhat eventful three-lap race. "I was relieved that the race was shortened; four laps is a lot on these," said the 43-year-old, four-time former TT winner from Stourbridge.

Rutter had another reason to be relieved, as the exhaust was split at the finish and it was debatable whether he would have got another lap in. "It's a fantastic little bike, but there was a bit of a misfire and I thought it was going to stop on the final lap," he continued. "I kept my head down and managed to get it home. You need a bit of luck with these things."

The race was delayed almost four hours on what was an idyllic Bank Holiday Monday after problems with the Tetra radio communications system. Fortunately, the issue was diagnosed and the system re-booted to enable a start.

Rutter took it easy off the line with a full tank and later said that he'd kept the revs down for the first two laps. But nine miles in he had already established a near-five second lead over Dan Cooper on Andy Molnar's baby Manx. William Dunlop and Jamie Coward were only fractions of a second down in third and fourth.

Alan Oversby was the first of several riders to incur a 30-second penalty for the illegal use

of mobile phones by support teams in the warm-up/pit areas.

Two early notifications of mechanical problems involved Hefyn Owen at Quarterbridge and Pete Boast at Braddan. Lee Johnston, the 350cc winner 12 months earlier, was a retirement at Ballaugh. He had been seventh at Glen Helen on the MV. His Black Eagle Racing team-mate, Dean Harrison, was a non-starter.

Opening laps in excess of 100mph gave Rutter a reduced lead of 1.9s over Cooper, with Keith Amor up to third on Tony Dunnell's Norton and Chris Swallow a close fourth on Mike Fawcett's Aermacchi, both at 98mph average speeds.

The Davies Motorsport Hondas of Oversby and William Dunlop were signalled as retirements at Sulby and Parliament Square respectively. Cam Donald stand-in Danny Webb halted the Molnar Manx at Gwen's, on the exit to Ballaugh, and leading 250 rider Jeff Ward went out at Crosby on the Suzuki.

Dunlop had also earlier received a 30-second penalty for a technical infringement, so too had Maria Costello on Bob Jackson's T20 Suzuki. Olie Linsdell slid off his Flitwick Motorcycles Honda at Signpost, without injury.

Up-and-coming young Welshman, Alex Sinclair, pulled up the CSC Racing Honda at

the pits with engine problems and did not continue. He was ninth at the time.

Cooper continued to nibble away at Rutter's lead and was only 0.8 of a second down on corrected timing at Glen Helen on lap two. He was ahead by 1.7s at Ballaugh and 2.8s at Ramsey, with Swallow slipping farther behind on the pushrod Aermacchi. Amor was the next to join the rapidly growing list of retirements, at Quarry Bends.

Rutter fought back over the mountain and had reduced Cooper's lead to 1.397s at two-thirds distance, both men having lapped at more than 101mph. Swallow, McGurk, Nigel Moore and Doug Snow made up the top six with one circuit remaining.

Cooper's race ended eight miles later at Ballacraigne, leaving Rutter with a huge 53s lead over Swallow at Glen Helen with 28 miles to go. The gap to McGurk was 39s, with Moore at another 18s.

Bill Swallow retired the AJS 7R at Barregarrow and son Chris was slipping ever further behind the race leader. At Ramsey the gap was 1min 11.9sec, but the Aermacchi



failed to complete the final climb and he was reported as a retirement at the Les Graham Memorial on the Verandah.

This elevated Ulsterman Moore to a possible podium spot, but he was overdue at Cronk-ny-Mona and later posted as a retirement. Doug Snow was elevated to third on the Ducati single, 46s behind McGurk who, in turn, was 2m 14s behind race winner Rutter.

"I kept tucked in all the way and was careful with every gear change," said Michael. "One major over-rev can spell disaster on these bikes." His best lap was the last, at 102.356mph.

Phil McGurk, who also took the top privateers award, was in disbelief at the finish. "It's been worth the wait," said the Oldham garage owner. "It was fairly uneventful, I only saw about three other riders throughout the whole of the race.

"I had no signals so I rode at my own pace. If that is quick enough to get on the podium, then so be it. Our number one engine blew in practice, so we used last year's for the race. It hadn't been refreshed.

"The bike belongs to Chris Hughes of Louth and it ran like a dream. I had one moment at Ballaugh when I grabbed a handful of front brake and it protested!"

Doug Snow revealed that he had nursed his



Lee Johnson lifts the front wheel on the MV as he drops into Union Mills.

Ducati to the finish. "I was unaware where I was in the race, I just rode at the speed I can do. It's nice to be back here in the winners' enclosure again, but it's a bit of a surprise."

Dave Madsen-Mygdal brought his Team Gimbert Honda into fourth place ahead of leading TT man James Hillier on a similar machine. Mark Herbertson was on the leading British machine, an AJS 7R, in fifth, ahead of high number Stephen Harper, Ewan Hamilton and Dave Matravers.

The leading 250 was the Yamaha of Dave

Edwards in 23rd place, one in front of Bud Jackson on the Suzuki. Maria Costello was looking good for a top 250 finish on Bud's brother Bob's T20 Suzuki, but she eventually pushed the bike home from Governor's Dip to finish 36th, with a bronze replica.

With no time to enjoy the view Phil McGurk plunges down Bray Hill on his way to a fine runner-up spot.



RUTTER'S EVENTFUL G50 RIDE

Michael Rutter, pictured here on his way to Junior victory, had a somewhat eventful ride on the Ripley Land Seeley G50 in the Senior Classic TT, a race he had led 12 months earlier.

He stopped twice in the first 10 miles when the fuel tap was closed by heavy vibrations. Rutter struggled to restart the bike at Sarah's Cottage, an uphill right-hander, and when he did restart he almost disappeared into a field.

The problem persisted and he stopped again within a short distance where he cadged a zip-tie off an enduro bike rider watching the race. The G50 then ran fine but Rutter's opening lap was 37 minutes long, placing him 62nd and last. Two laps of 106mph moved him up the order, only for the front tyre to delaminate, resulting in a retirement at Gorse Lea on the final circuit.

**"THE G50 THEN RAN FINE BUT RUTTER'S
OPENING LAP WAS 37 MINUTES LONG,
PLACING HIM 62ND AND LAST."**



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The CRMC Donington Park Festival proved to be an action-packed weekend, with close racing, stunning parade machinery and former Grand Prix stars around every corner. Russ Lee and Graham Lawlor share the experience.

Words: Graham Lawlor **Photographs:** Russ Lee.

1. Andreas Jelden (57, Yamaha FJ1200) earned himself the proddie rider of the weekend bubbly with four wins in the senior class, consolidating his position at the head of the championship table.

2. Paul Firth (far right), who made a moving speech on behalf of his brother, who lost his life at the 2014 MGP, presents the Gary Firth Memorial Trophy to Alex Sinclair, watched by Paul's partner Joanne and Freddie Spencer.





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3. Richard Molnar has been knocking on the door of a big win for some time and he really arrived in the big time with victory in Sunday's incident-filled Minnovation/ACU Classic 500 race. Molnar, Lee Hodge (Minnovation G50) and Alex Sinclair (Fox Egli Vincent) battled tooth and nail for seven thrilling laps until mechanical trouble caused Sinclair to crash, also taking out the unfortunate championship leader Hodge.

4. At 45 years of age Ian Simpson (BSRTZ350) seems to be enjoying his racing more than ever. The 'Dalbeattie Destroyer' was in blistering form, winning the Scitsu/ACU PC 350 race and finishing a close runner-up to Spike Edwards (Honda RS500) in the Wheatcroft Trophy.

5. Duncan Fitchett (Manx) passes beyond the point of no return in Saturday's first NOC 500 Classic GP race. Fortunately, only pride was injured in the incident.

6. Riding Martin Jones' RS500 Honda, Spike Edwards narrowly saw off the TZ350s of Ian Simpson and George Hogton-Rusling to scoop the Classic Racer-donated £500 first prize in the Classic Racer/Hercberg International Wheatcroft Trophy race.



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7. It was a great weekend for slidies fans with six races in total, including the UK rounds of the Camathias Cup. Eddy Wright/Kieran Clarke (BMW 1040) were in invincible form, winning all six and earning themselves the racers of the weekend award.

8. Alex Sinclair was thrilled to have a spin on Mike Braid's ex-Capirossi Moto GP Ducati in the feature bikes parade.

9. First corner Lansdowne action as Alex Sinclair (GB Access Manx), Mike Edwards (Ripley Land G50), Duncan Fitchett (GB Access Manx) and Glen English (25, Manx) lead the charge. With three wins Edwards extended his lead at the top of the Bonhams British GP championship, but race three saw an ecstatic Sinclair edge out Edwards to record his first ever victory over the multiple British champion and Macau GP winner.





10

10. High speed synchronicity as Ant Hart (75, Harris TZ350), Mike Cooper (24, Craven TZ350) and Dean Stimpson (4, Veryard TZ350) demonstrate CRMC racing at its best.

11. Freddie Spencer rolls back the years on board Richard Grantham's 1985 Rothmans Honda RS500R, flanked by Mike 'Spike' Edwards (121) and Richard Parker (20) riding Martin Jones' RS500s.

12. Jim Redman presents the prizes for the Scitsu Instruments/ACU PC 350 round. Left to right: George Hogton-Rusling (Gourlay TZ), winner Ian Simpson (BSR TZ) and third-place man Mike Cooper (Craven TZ).



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13. Richard Molnar has a smile a yard wide after winning the Minnovation/ACU 500 Classic round on Brian Camp's Molnar Manx. Left to right, Mike Hose (second place, Weslake), Richard Molnar, Harley Rushton (third place, Craven Manx) and Sammy Miller.

14. Russ 'Billy' Roebury (9, Smiths RS Honda) almost completely obscures Ant Hart (75, MT Honda) in the PC125 event. As usual, Hart was consistently the quickest rider in the piston port class, while the open class wins were shared by Fernando Mendes and Alan Major (both RS125).

14





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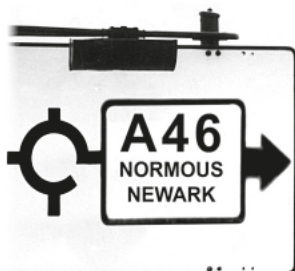
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1



1 Mike Powell leads Dave Matravers in the early stages of the first Bob Newby Championship race. He couldn't hold Matravers off though and had to settle for second place in all four outings, while Matravers scooped all four wins. There was never much in it with the last race decided by only 0.34 of a second.

2 The Earlstocks have made a welcome addition to the BHR ranks and Alec Gilfillan took his Suzuki GSX1100ET to all four wins. He had to fight hard for the last one, with Ben Kingham less than half a second back at the chequered flag.

3 Tony Banister and Colin Banks fight to keep their big wheel Thunderbird outfit ahead of similarly mounted Adam Pope and John Christopher. They succeeded but only by a 10th of a second. Pope and Christopher got their own back next time out but neither crew could get near Julian Bishop's big Vincent.

British Historic Racing moved to Derbyshire and Darley Moor in August.
Mike Yiend went along to capture all the action.



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4 Ian Scutt took his 125 Bantam to a narrow victory over Mike Powell in race one but that was his last trip to the top step of the podium, as Powell took the remaining three wins by ever-increasing margins.

5 Simon Clover and his Norton ES2 were untouchable in the Tuers Garage pre-1948 championship winning all four races – three of them by over a lap. Only Ben Kingham and his Vincent Comet got even remotely close in the last outing.

6 Geoff Mills' very pretty 250 Ducati went as well as it looked, taking him to three wins and a second place in the 1963-72 250cc Championship

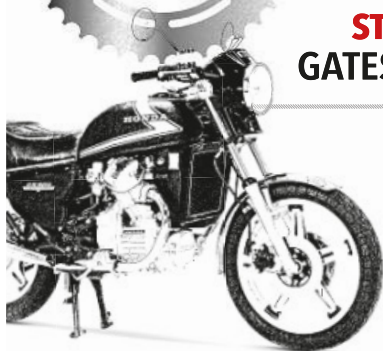
7 Ben Kingham's BMW K100 has found a new home with the addition of Earlstocks to the BHR roster and it acquitted itself well with three thirds and a second against the big Suzukis and Kawasakis. It was in the BEARS class where bike and rider really shone, winning all four.

Words: and Photographs: Mike Yiend

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The CRMC circus moved south, to Lydden Hill, for the penultimate meeting of the year. **Russ Lee** and **Graham Lawlor** bring us all the action.

1 Simon Walsh has really taken to the FZ750 this season, winning all four Lydden Superbike races to go alongside three victories in the 350 twins on the DWR Garfield Honda. For his efforts the Grantham man received Saturday's Rider of the Day award.

2 Fresh back from the Isle of Man, Jeff Smith dominated the 200cc two-strokes on Robin Keating's Bridgestone twin.

3 Ducatis – just like Marmite you tend to love 'em or hate 'em. There's no doubt where Alex Sinclair stands on the issue as he rocketed the Louigi Moto Ducati 750 to four Post Classic 750 wins.

4 Terrific Formula 750 action at the Devil's Elbow as Cormac Conroy (71, Ryan BSA) holds off Rob Wittey (70, Smith Honda) and Steve Perlinski (Seeley Norton).

5 Four class wins, including two outright victories, meant it was a great weekend for Ian Ashley and Roy Cunningham on their Period 2 BMW 750 outfit.

6 Richard Molnar continued his great form on Brian Camp's Molnar Manx, his three wins putting him in strong contention for the CRMC GP 500 championship.

7 Jordan Greenshields leads the P/C 125 charge from the similarly mounted Jake Mason (199) and James Wilmott (55). Greenshields couldn't quite celebrate his 20th birthday with a win, second place being his highest finish of the weekend.

8 One of the most spectacular rider/machine combinations in the CRMC – Carl Adams on his battle scarred Kawasaki 1100 beast – pushed Simon Walsh all weekend for the Superbike honours.

9 George Hogton-Rusling was in imperious form with 10 wins on the Carthago Triumph and TZ350 (pictured). The young Yorkshireman took the Lea Gourlay-prepared Yamaha to victory over Ant Hart by eight seconds in Sunday's feature Charlie Sanby Trophy 12-lapper.

10 Charlie Sanby Trophy podium with Charlie's former mechanic Wally Maisey, doing the honours. L to R: Ant Hart (second), winner George Hogton-Rusling and third-place man Alex Sinclair. Just 48 hours earlier Sinclair had proudly stood on the third step of the MGP Lightweight podium.





Words: Graham Lawlor Photographs: Russ Lee



Irish Classic Scene

FAUGHEEN & KILLILANE

Irish road racing returned to Faugheen, a tiny village of just a few hundred people in a picturesque corner of County Tipperary after a five year absence. **Mark McCloskey** reports.

Racing has been staged in this area since the 1960's and on this very circuit since 1976, and as recently as three weeks before this year's event news was that it had been all but called off. Then, just as dramatically, it was suddenly on again and, thankfully, the event ran like clockwork.

The 2.2 mile circuit is both bumpy and spectacular and in the 250cc class less than two seconds separated the top three riders with a hard fought win going to Philip Shaw from Richard Ford with Gary Hutton hot on his tail.

Ashbourne rider Eddie Manly was utterly dominant as he and his K4 Honda roared to victory in the 350cc class, a full 17 seconds ahead of Sean Leonard with Newtonabbey rider Gary Jamison taking third.

Manly was out again in the 500cc class and rode the wheels off the G50 as he set a new 500cc lap record at 84.5mph and again took the win, this time ahead of the Hondas of Freddie Stewart and Sam Kinkead. Robert McCrum set the fastest lap, at 86mph,

on his way to victory in the Unlimited class. Richard Ford and John Scott completed that podium.

Three weeks later and the racing moved to Killilane in north County Dublin for the final round of the 2015 road racing championship where once again the 250cc flag went Philip Shaw with Richard Ford and Gary Hutton completing the podium.

In the 350cc class Eddie Manly was once again in command taking the win ahead of Herbie Ronan and Sean Leonard. The 500cc class saw Eddie Manly out on Tony Carton's G50 and in fine form as he took a popular win ahead of Freddie Stewart followed by Billy Lyle.

Richard Ford set the fastest lap in the Unlimited class to win and with it the 2015 Unlimited Championship. Trevor Stewart and Dave Brough completed that podium.

A big thank you to all the marshals, officials, wives, girlfriends, mechanics and fans who made 2015 a very special year. Let us all look forward to doing it again in 2016.

1. Richard Ford on his way to setting the fastest lap and Unlimited class win and with it the 2015 Championship at Killilane.

2. Billy Lyle rounds Schoolhouse Corner at Killilane.

3. Leading the field, G50 mounted Eddie Manly took a fine pair of wins at Faugheen.

4. Gary Hutton concentrating hard at Killilane.

5. Eddie Manly really pressing on at Faugheen.

6. Gary Hutton and Noel Bertram lead Sam Kinkead out of Church Corner, Faugheen.





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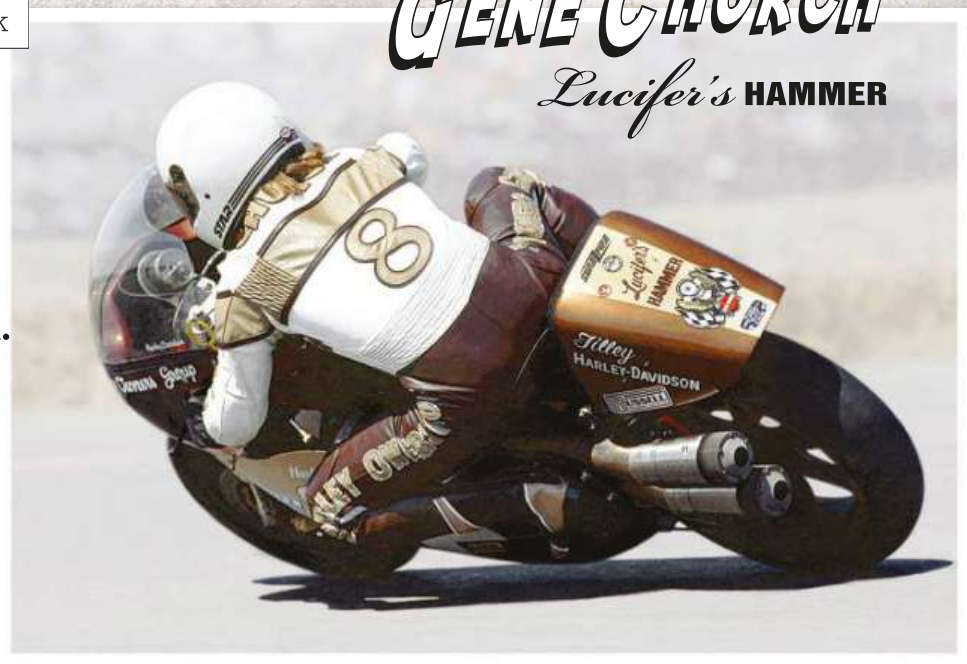
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- 1 x Battery box, 1 x Breather box, 1 x Shock absorber shroud, 1 x Electric plate (to hold ignition etc)

This is a courier delivery for the UK. We can ship overseas, securely crated and insured. Please ask for delivery information before placing an order.



TT900 fitted with the 900SS or Monster 900 engine, also 750SS and 750 Monster, this chassis kit is available to convert your road bike into something special. All the component parts from donor bike will transfer over onto our chassis kits, maintaining the look of the TT2, but with the later bullet proof engines, and all the facilities of starter motor, generator etc., which are readily available.



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